

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XX of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 1ST SEPTEMBER 1894.				WEEK ENDING 31ST AUGUST 1895.				Earnings from 1st April to 1st September 1894.	Earnings from 1st April to 31st August 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
Standard gauge—													
East Indian	599	1,683	8,06,860	479	1,710	8,59,945	503	2,11,48,999	2,19,27,947	7,78,948	...	...
Bengal-Nagpur	152	862	78,035	91	862	68,746	80	25,11,347	25,80,173	68,826	...	...
Indian Midland (a)	144	752	65,210	87	752	73,312	97	23,77,006	18,53,336	...	5,23,620	...	
Berwada Extension	170	21	3,936	187	21	3,155	150	64,809	67,084	2,275	...	...
Metre gauge—													
Rajputana-Malwa (b)	279	1,719	3,11,166	181	1,789	2,89,750	162	1,07,13,012	1,01,00,574	...	6,12,438	...	
Palanpur-Decsa	44	17	441	26	17	810	48	15,064	17,424	2,360	...	...
South Indian	154	1,042	1,44,873	139	1,042	1,75,573	168	35,18,496	38,05,286	3,40,790	...	...
Máyavaram-Mutpet	75	54	3,557	66	54	4,854	90	(c) 83,443	1,08,693	25,250	...	...
Southern Mahratta (d)	105	1,105	95,600	82	1,105	1,07,946	93	28,87,849	29,68,262	20,413	...	...
Bengal and North-Western (e)	146	756	81,003	107	756	78,070	103	25,33,151	23,61,295	...	1,71,856	...	
Rohilkund and Kumaon (Lucknow-Hareilly section)	88	200	10,898	54	200	10,138	51	3,44,780	3,19,879	...	24,901	...	
Assam Bengal	...	...	...	...	128	5,325	42	...	(f) 49,843	49,843	...	...
TOTAL	259	8,271	16,01,659	194	8,496	16,77,624	197	4,61,97,056	4,61,59,846	...	38,110	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (g)	252	2,511	6,28,694	250	2,548	5,16,537	203	1,31,20,499	1,61,22,800	30,02,301	...	...
Oudh and Rohilkhand (state)	270	797	1,50,319	189	797	1,46,941	184	45,33,546	42,73,715	...	2,59,831	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,77,524	341	813	3,23,880	398	48,47,300	48,66,790	19,490	...	...
Bengal Central (h)	130	135	12,563	101	125	17,930	143	3,35,650	3,44,375	8,725	...	...
East Coast (state)	99	321	21,041	66	397	40,303	117	6,50,578	8,17,102	1,66,524	...	...
Metre gauge—													
Burma (state)	164	730	73,124	100	746	1,09,408	147	24,59,678	25,88,808	1,29,130	...	...
Special gauges—													
Jorhat (state provincial)	55	25	2,102	84	25	2,508	100	33,577	39,139	5,562	...	...
Cherra-Companyganj (state provincial)	64	8	481	60	8	478	60	10,242	7,561	...	2,681	...	
TOTAL	243	5,330	11,65,848	219	5,459	11,63,985	213	2,59,91,070	2,90,60,290	30,69,220	...	...
Railways worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	442	1,490	3,65,532	245	1,490	3,83,107	257	1,44,17,870	1,25,75,167	...	18,42,703	...	
Bombay, Baroda and Central India	678	401	1,87,490	407	401	2,03,000	440	70,84,893	79,31,051	8,46,158	...	...
Madras	243	840	1,90,057	226	840	2,00,216	238	44,27,108	47,54,733	3,27,625	...	...
TOTAL	421	2,791	7,43,079	269	2,791	7,86,323	282	2,59,29,871	2,52,60,951	...	6,68,920	...	
RAILWAYS (GUARANTEED AND STATE) ASSISTED COMPANIES.													
Standard gauge—													
Delhi-Umballa-Kalka	165	161	20,253	126	161	23,100	144	5,72,993	6,05,520	32,527	...	...
Tarapur	269	22	3,982	181	22	3,688	168	1,34,938	1,32,935	...	2,003	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section)	121	67	5,949	89	66	6,992	106	1,94,041	2,02,849	8,808	...	...
Bengal Doonars	161	36	5,619	156	36	6,100	169	76,951	94,610	17,659	...	...
Dibru-Sadiya	136	78	11,636	149	78	11,423	147	2,31,103	2,41,517	10,414	...	...
Special gauge—													
Darjeeling-Himalayan	249	51	10,579	207	51	10,725	210	2,76,453	3,39,797	63,344	...	...
TOTAL	164	415	58,018	140	414	62,037	150	14,86,479	16,17,228	1,30,749	...	...
Railways owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	...	...	...	...	73	800	11	...	(j) 13,640	13,640	...	...
The Nizam's guaranteed state	187	333	50,101	150	333	54,806	105	13,64,785	13,06,161	...	58,624	...	
The Gaekwar's Petlad	105	13	988	76	13	1,120	86	31,469	33,357	1,888	...	...
Jaipur-Bhatinda	271	108	27,218	252	108	17,559	165	5,26,429	4,97,729	...	28,700	...	
Kolar Gold-fields	250	10	2,094	209	10	2,867	287	(k) 38,666	60,469	27,803	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (l)	89	362	28,417	79	362	37,160	103	7,02,335	7,33,898	31,563	...	...
The Gaekwar's Mehsana	74	93	4,127	44	93	3,900	42	1,53,793	1,38,322	...	15,471	...	
Kolhapur	81	29	1,939	67	29	2,087	72	50,562	52,685	...	3,877	...	
Special gauges—													
The Gaekwar's Dabhoi	59	72	3,096	43	72	2,630	37	1,00,857	1,15,014	14,157	...	...
Cooch Behar	45	22	293	36	22	730	33	17,000	15,895	...	1,105	...	
TOTAL	136	1,042	1,18,773	114	1,115	1,23,959	111	29,91,896	29,73,170	...	18,726	...	
Railways owned and worked by native states.													
Metre gauge—													
Shivnagar-Gondal-Junagarh-Portbandar	103	334	26,640	80	334	21,008	63	7,64,583	8,80,835	1,16,252	...	...
Palampur-Rajkot	68	46	2,710	59	46	2,989	65	64,410	76,807	12,487	...	...
Adampur-Bickaneer	58	364	18,584	51	364	14,200	39	5,25,132	4,23,283	...	1,01,849	...	
Godwarpore-Chitor	...	...	...	...	61	720	12	...	(m) 3,250	3,250	...	...
Special gauge—													
...	65	94	5,883	63	94	6,078	65	1,37,916	1,70,321	32,405	...	...
TOTAL	78	838	53,817	64	899	44,995	50	14,92,041	15,54,586	62,545	...	...
GRAND TOTAL	261	18,687	37,41,194	200	19,174	38,58,923	201	10,40,89,313	10,66,26,071	25,36,758	...	...

(a) Includes the Bhopal-Mtarn railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 1st September 1894.

(d) Includes the Gurukul-Mysore frontier section.

(e) Includes the Virhoth state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Total earnings from 1st July to 31st August 1895.

(g) Includes the Jammu and Kashmir, Hyderabad-Shadipalli and the Wazirabad-Lyallpur railways.

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(j) Total earnings from 1st May to 31st August 1895.

(k) Total earnings from 1st July to 1st September 1894.

(l) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(m) Total earnings from 1st to 31st August 1895.

F. B. HEBBERT,

the 12th September 1895.

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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[illegible]

(a) Not stated.

† Not procurable.

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RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).		MARUA OR RAGI (Eleusine indica).		KANONI OR KATON, MILLET (Setaria italica).		GRAM, CHINNA, CHOLA, KADALAY OR SUNAGA (Cicer arvense).		MAIZE (Zea Mays).		ANAR, OR THUR, CADIAN PEA (Cajanus indicus).		FIREWOOD.		SALT.		
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
Bengal—continued.																											
Bihar, south—																											
Monghyr	15 0	16 8	24 0	25 0	14 0	10 8	17 8	15 0	16 0	12 0	...	...	25 0	...	21 0	13 8	20 8	30 8	22 8	20 0	18 8	168 0	168 0	10 12	10 8	10 8
Gaya	18 0	13 4	21 8	23 0	10 0	11 0	16 0	16 0	20 0	15 8	...	...	25 8	25 8	12 4	12 0	18 4	18 8	...	...	19 0	160 0	160 0	10 8	11 14	11 14
Patna	15 0	15 0	24 0	23 0	12 0	12 0	17 14	17 14	22 0	21 0	...	...	28 0	...	18 0	16 0	21 0	20 0	26 8	24 0	22 0	130 0	130 0	11 0	11 0	11 0
Shahabad	18 0	18 0	20 0	20 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	20 0	120 0	120 0	11 8	11 8	11 8
Bihar, north—																											
Purnea	18 0	16 0	...	...	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	14 0	16 0	...	...	16 0	320 0	320 0	10 0	10 0	10 0
Shahabad	16 0	16 0	21 7	22 11	12 10	12 10	17 11	17 10	...	...	...	...	...	...	...	...	20 3	20 3	22 11	21 7	18 15	151 8	151 8	10 11	10 4	10 4
Derbhanga	17 2	16 0	22 0	22 0	10 8	10 8	18 4	16 0	...	...	...	...	26 0	24 0	...	...	16 8	16 0	25 0	20 0	23 2	160 0	160 0	10 0	10 0	10 0
Muzaffarpur	13 8	15 0	23 8	23 0	8 0	9 0	14 0	15 0	...	...	...	...	...	...	...	...	17 8	18 0	22 8	23 0	24 0	140 0	140 0	11 0	11 0	11 0
Saran	15 0	14 8	20 0	20 0	11 0	11 0	15 0	15 0	...	...	...	...	20 0	20 0	14 0	14 0	19 0	19 0	22 0	22 0	21 0	120 0	120 0	10 8	10 8	10 8
Champaran	10 12	10 4	26 8	20 4	8 0	7 8	17 0	10 0	...	...	...	...	26 0	25 0	...	...	20 4	19 8	28 0	24 0	26 12	180 0	180 0	10 8	10 8	10 8
N.W. Provinces—																											
Kutub—																											
Mirzapur	13 0	16 8	16 8	16 8	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	10 0	10 0	17 0	17 0	17 0	17 0	12 0	90 0	90 0	9 0	9 0	9 0
Etah	13 14	13 14	16 12	16 12	9 4	9 4	11 15	11 15	16 11	16 11	13 15	13 15	...	...	14 5	14 5	17 14	17 14	18 0	18 0	12 14	120 0	120 0	9 4	9 4	9 4
Chazipur	12 12	13 8	17 0	17 0	7 0	7 0	14 0	14 0	14 0	14 0	12 0	12 0	...	...	11 0	11 0	17 8	17 8	18 0	18 0	12 0	150 0	150 0	10 0	10 0	10 0
Jaunpur	14 8	14 8	17 8	17 8	7 0	7 0	10 0	10 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	80 0	80 0	10 0	10 0	10 0
Alahabad	12 2	12 4	17 0	17 0	9 12	9 12	14 0	13 0	16 8	16 0	15 0	15 0	...	...	14 8	14 0	19 0	18 8	...	...	18 0	18 12	80 0	80 0	10 0	10 0
Central—																											
Banda	13 8	13 8	20 0	21 0	8 0	8 0	10 8	11 0	12 0	8 0	...	...	...	...	...	...	22 8	22 8	...	...	16 0	180 0	180 0	9 12	9 12	9 12
Fatehpur	13 4	13 4	16 0	16 0	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	14 8	160 0	160 0	10 0	10 0	10 0
Imritpur	10 0	10 0	16 0	16 0	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	20 0	19 12	18 0	18 0	15 0	140 0	140 0	10 0	10 0	10 0
Jalaun	15 0	15 0	24 0	24 0	9 0	9 0	12 0	12 0	20 0	20 0	16 0	16 0	...	...	18 0	18 0	23 0	23 0	18 0	18 0	15 0	200 0	200 0	11 0	11 0	11 0
Cawnpore	10 0	10 0	20 0	20 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	14 0	14 0	19 12	19 12	22 0	22 0	18 0	130 0	130 0	11 8	11 8	11 8
Etawah	10 4	10 4	20 0	20 0	5 0	5 0	11 0	11 0	17 8	17 8	18 0	18 0	...	...	14 0	14 0	20 0	20 0	22 8	22 8	18 0	140 0	140 0	10 0	10 0	10 0
Farukhabad	15 8	15 0	19 8	19 12	6 0	6 0	11 0	11 0	14 8	14 8	15 8	15 8	...	...	13 0	13 0	19 0	19 0	20 0	20 0	17 0	120 0	120 0	11 0	11 0	11 0
Meerut	17 0	17 0	22 0	21 8	4 8	4 8	10 0	10 0	14 8	14 8	13 0	13 0	...	...	...	...	21 12	21 12	30 0	15 8	17 8	100 0	100 0	11 0	11 0	11 0
Etah	17 4	17 4	24 8	24 8	6 0	6 0	11 8	9 4	...	...	...	...	...	...	...	...	22 12	22 12	...	...	18 8	120 0	120 0	11 8	11 8	11 8
Western—																											
Bundel	14 4	14 11	22 0	23 2	8 8	7 0	11 0	11 0	18 5	18 5	18 0	18 0	...	...	...	...	23 8	23 8	19 0	18 0	21 0	160 0	160 0	11 0	11 0	11 0
Agra	15 0	15 0	23 0	22 0	5 0	5 0	11 0	11 0	21 0	21 0	18 0	18 0	...	...	10 0	10 0	25 0	25 0	...	...	20 0	120 0	120 0	11 8	11 8	11 8
Muttra	16 0	16 8	22 0	22 0	7 0	7 0	11 8	11 8	18 0	18 0	17 0	17 0	...	...	12 0	12 0	27 0	27 0	...	...	23 0	140 0	140 0	11 8	11 8	11 8
Aligarh	16 8	16 4	22 8	23 0	5 4	5 4	10 0	10 0	20 0	20 0	16 0	16 0	...	...	17 0	15 0	23 8	23 8	24 0	23 0	18 0	140 0	140 0	11 8	11 8	11 8
Bunawal	18 6	18 0	24 0	22 12	6 0	6 0	10 0	10 0	18 0	18 0	16 0	16 0	...	...	15 0	13 0	22 12	22 12	20 0	20 0	19 0	120 0	120 0	11 4	11 4	11 4
United Provinces—																											
Shahabad	14 0	14 0	19 0	19 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 0	115 0	115 0	11 0	11 0	11 0
Alahabad	13 2	13 2	17 8	17 8	7 8	7 8	13 1	13 1	...	...	...	...	...	...	...	...	16 8	16 8	...	...	12 0	177 8	177 8	9 13	9 13	9 13
Muzaffarpur	13 0	13 0	17 0	17 0	7 0	7 0	13 1	13 1	...	...	...	...	...	...	...	...	16 8	16 8	...	...	12 0	177 8	177 8	9 13	9 13	9 13
Shahabad	13 0	13 0	17 0	17 0	7 0	7 0	13 1	13 1	...	...	...	...	...	...	...	...	16 8	16 8	...	...	12 0	177 8	177 8	9 13	9 13	9 13

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR COMBU (Pennisetia spicata).		MARUA OR BAOI (Eleusine indica).		KANGNI OR KAKRI, ITALIAN MILLET (Setaria italica).		GRAM, CHHOLA, KADALAY OR SONAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARAB, OR THUP, CADIAN PEA (Cajanus indicus).		PIREWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—																										
<i>Sudhera—</i>																										
Bissar	18 0	19 0	20 0	21 0	12 0	13 0	12 0	13 0	25 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	30 0	31 0	19 0	19 0	10 0	10 0	100 0	100 0	11 0	11 0
Ferozepore	18 0	19 0	20 0	21 0	9 0	10 0	9 0	10 0	25 0	23 0	20 0	19 0	16 0	15 0	16 0	15 0	26 0	27 0	19 0	19 0	10 0	10 0	100 0	100 0	12 0	12 0
Montgomery	19 0	20 0	21 0	22 0	10 0	11 0	10 0	11 0	16 0	15 0	16 0	15 0	16 0	15 0	16 0	15 0	26 0	27 0	19 0	19 0	10 0	10 0	100 0	100 0	12 0	12 0
<i>Central—</i>																										
Gurgaon	19 0	19 0	20 0	21 0	9 0	10 0	9 0	10 0	19 0	18 0	21 0	20 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	25 0	25 0	100 0	100 0	10 0	10 0
Delhi	18 0	18 0	19 0	20 0	12 0	13 0	12 0	13 0	20 0	19 0	19 0	18 0	16 0	15 0	16 0	15 0	25 0	26 0	20 0	20 0	24 0	24 0	70 0	70 0	11 0	11 0
Rohtak	17 0	17 0	18 0	19 0	12 0	13 0	12 0	13 0	20 0	19 0	19 0	18 0	16 0	15 0	16 0	15 0	25 0	26 0	20 0	20 0	24 0	24 0	120 0	120 0	11 0	11 0
Karnal	17 0	17 0	18 0	19 0	12 0	13 0	12 0	13 0	20 0	19 0	19 0	18 0	16 0	15 0	16 0	15 0	25 0	26 0	20 0	20 0	24 0	24 0	120 0	120 0	10 0	10 0
Lahore	17 0	17 0	18 0	19 0	12 0	13 0	12 0	13 0	20 0	19 0	19 0	18 0	16 0	15 0	16 0	15 0	25 0	26 0	20 0	20 0	24 0	24 0	90 0	90 0	12 0	12 0
<i>Sub-montane—</i>																										
Amritsar	20 0	20 0	21 0	22 0	11 0	12 0	11 0	12 0	22 0	21 0	20 0	19 0	16 0	15 0	16 0	15 0	25 0	26 0	25 0	25 0	26 0	26 0	120 0	120 0	11 0	11 0
Amritsar	19 0	19 0	20 0	21 0	11 0	12 0	11 0	12 0	22 0	21 0	20 0	19 0	16 0	15 0	16 0	15 0	25 0	26 0	25 0	25 0	26 0	26 0	120 0	120 0	11 0	11 0
Ludhiana	19 0	19 0	20 0	21 0	11 0	12 0	11 0	12 0	22 0	21 0	20 0	19 0	16 0	15 0	16 0	15 0	25 0	26 0	25 0	25 0	26 0	26 0	120 0	120 0	11 0	11 0
Jullundur	21 0	21 0	22 0	23 0	10 0	11 0	10 0	11 0	24 0	23 0	22 0	21 0	14 0	13 0	14 0	13 0	24 0	25 0	24 0	24 0	25 0	25 0	100 0	100 0	12 0	12 0
Hoshiarpur	20 0	20 0	21 0	22 0	10 0	11 0	10 0	11 0	24 0	23 0	22 0	21 0	14 0	13 0	14 0	13 0	24 0	25 0	24 0	24 0	25 0	25 0	100 0	100 0	12 0	12 0
Gurdaspur	20 0	20 0	21 0	22 0	10 0	11 0	10 0	11 0	24 0	23 0	22 0	21 0	14 0	13 0	14 0	13 0	24 0	25 0	24 0	24 0	25 0	25 0	100 0	100 0	12 0	12 0
Amritsar	19 0	19 0	20 0	21 0	11 0	12 0	11 0	12 0	23 0	22 0	21 0	20 0	16 0	15 0	16 0	15 0	24 0	25 0	24 0	24 0	25 0	25 0	100 0	100 0	12 0	12 0
<i>Hills—</i>																										
Simla	13 0	12 0	13 0	14 0	8 0	9 0	8 0	9 0	14 0	13 0	14 0	13 0	14 0	13 0	14 0	13 0	15 0	16 0	15 0	15 0	16 0	16 0	80 0	80 0	8 0	8 0
Kangra	16 0	16 0	17 0	18 0	12 0	13 0	12 0	13 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	120 0	120 0	10 0	10 0
<i>North-western—</i>																										
Sialkot	18 0	18 0	19 0	20 0	13 0	14 0	13 0	14 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	13 0	13 0
Gujranwala	19 0	19 0	20 0	21 0	13 0	14 0	13 0	14 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	13 0	13 0
Gujrat	19 0	19 0	20 0	21 0	13 0	14 0	13 0	14 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	13 0	13 0
Jhelum	21 0	21 0	22 0	23 0	14 0	15 0	14 0	15 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	14 0	14 0
Kawalpindi	20 0	20 0	21 0	22 0	13 0	14 0	13 0	14 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	13 0	13 0
Hazara	21 0	21 0	22 0	23 0	14 0	15 0	14 0	15 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	14 0	14 0
Peshawar	19 0	19 0	20 0	21 0	13 0	14 0	13 0	14 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	13 0	13 0
Kohat	21 0	21 0	22 0	23 0	14 0	15 0	14 0	15 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	23 0	24 0	20 0	20 0	21 0	21 0	130 0	130 0	14 0	14 0
<i>Western—</i>																										
Shahpur	23 0	23 0	24 0	25 0	16 0	17 0	16 0	17 0	24 0	23 0	22 0	21 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	21 0	21 0	160 0	160 0	12 0	12 0
Bang	16 0	16 0	17 0	18 0	10 0	11 0	10 0	11 0	20 0	19 0	18 0	17 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	21 0	21 0	160 0	160 0	11 0	11 0
Sultan	17 0	17 0	18 0	19 0	10 0	11 0	10 0	11 0	20 0	19 0	18 0	17 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	21 0	21 0	160 0	160 0	12 0	12 0
Bannu	27 0	27 0	28 0	29 0	13 0	14 0	13 0	14 0	33 0	32 0	31 0	30 0	26 0	25 0	26 0	25 0	31 0	32 0	24 0	24 0	25 0	25 0	90 0	90 0	55 0	55 0
D. I. Khan	27 0	27 0	28 0	29 0	13 0	14 0	13 0	14 0	33 0	32 0	31 0	30 0	26 0	25 0	26 0	25 0	31 0	32 0	24 0	24 0	25 0	25 0	90 0	90 0	55 0	55 0
Muzaffargarh	18 0	18 0	19 0	20 0	10 0	11 0	10 0	11 0	20 0	19 0	18 0	17 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	21 0	21 0	160 0	160 0	11 0	11 0
D. G. Khan	17 0	17 0	18 0	19 0	10 0	11 0	10 0	11 0	20 0	19 0	18 0	17 0	16 0	15 0	16 0	15 0	27 0	28 0	20 0	20 0	21 0	21 0	160 0	160 0	10 0	10 0
<i>Sind and Baluchistan—</i>																										
Karachi	13 0	13 0	14 0	15 0	8 0	9 0	8 0	9 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	71 0	71 0	14 0	14 0
Hyderabad	13 0	13 0	14 0	15 0	8 0	9 0	8 0	9 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	71 0	71 0	14 0	14 0
Tiar and Farhat (Umairkot)	13 0	13 0	14 0	15 0	8 0	9 0	8 0	9 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	71 0	71 0	14 0	14 0
Tiar and Farhat (Umairkot)	13 0	13 0	14 0	15 0	8 0	9 0	8 0	9 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	71 0	71 0	14 0	14 0
Upper and Lower Frontier	13 0	13 0	14 0	15 0	8 0	9 0	8 0	9 0	15 0	14 0	15 0	14 0	16 0	15 0	16 0	15 0	18 0	19 0	18 0	18 0	19 0	19 0	71 0	71 0	14 0	14 0

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* Not sold.

† Not produced.

Not procurable.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Panicum spicatum).		MARUA OR RAGI (Eleusine indica).		RANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arifinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—																										
Malabar Cent—																										
Malabar	12 4	13 8	12 0	10 8	7 8	7 8	9 4	9 4	29 0	28 0	25 0	25 0	26 0	26 0	26 0	26 0	11 8	11 8	12 0	12 0	11 8	11 8	96 0	96 0	10 0	10 0
S. Canara	13 5	11 8	10 0	10 0	8 0	8 0	10 0	10 0	23 0	21 0	17 0	17 0	31 0	31 0	31 0	31 0	10 9	10 8	12 0	12 0	9 12	9 12	96 0	96 0	10 0	10 0
South, central—																										
Coimbatore	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Mysore	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Tanjore	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Chitaldroog	15 0	15 0	14 0	14 0	10 0	10 0	11 0	11 0	27 13	28 6	22 0	20 0	48 0	48 0	43 0	43 0	12 0	14 0	12 0	12 0	12 0	12 0	320 0	320 0	10 0	10 0
Coorg	8 8	8 8	7 8	7 8	9 0	8 8	10 0	10 0	26 8	26 8	26 8	26 8	26 8	26 8	26 8	26 8	21 0	21 0	21 0	21 0	21 0	21 0	110 0	110 0	9 0	9 0
Aden	7 0	7 0	7 0	7 0	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	26 8	26 8	26 8	26 8	9 4	9 4	21 0	21 0	21 0	21 0	65 5	65 5	32 0	32 0
Mysore—																										
Mysore	12 4	13 8	12 0	10 8	7 8	7 8	9 4	9 4	29 0	28 0	25 0	25 0	26 0	26 0	26 0	26 0	11 8	11 8	12 0	12 0	11 8	11 8	96 0	96 0	10 0	10 0
Bangalore	13 5	11 8	10 0	10 0	8 0	8 0	10 0	10 0	23 0	21 0	17 0	17 0	31 0	31 0	31 0	31 0	10 9	10 8	12 0	12 0	9 12	9 12	96 0	96 0	10 0	10 0
Kolar	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Tumkur	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Hassan	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Kadur	14 0	13 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	35 0	35 0	34 0	34 0	34 0	34 0	11 0	11 0	14 0	14 0	14 0	14 0	224 0	224 0	10 0	10 0
Shimoga	15 0	15 0	14 0	14 0	10 0	10 0	11 0	11 0	27 13	28 6	22 0	20 0	48 0	48 0	43 0	43 0	12 0	14 0	12 0	12 0	12 0	12 0	320 0	320 0	10 0	10 0
Chitaldroog	15 0	15 0	14 0	14 0	10 0	10 0	11 0	11 0	27 13	28 6	22 0	20 0	48 0	48 0	43 0	43 0	12 0	14 0	12 0	12 0	12 0	12 0	320 0	320 0	10 0	10 0
Coorg—																										
Coorg	8 8	8 8	7 8	7 8	9 0	8 8	10 0	10 0	26 8	26 8	26 8	26 8	26 8	26 8	26 8	26 8	21 0	21 0	21 0	21 0	21 0	21 0	110 0	110 0	9 0	9 0
Aden	7 0	7 0	7 0	7 0	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	26 8	26 8	26 8	26 8	9 4	9 4	21 0	21 0	21 0	21 0	65 5	65 5	32 0	32 0

* No. sold.

J. F. FINLAY.

FARMER AND COMMERCE DEPARTMENT

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS
ENDING WITH THE 31st DECEMBER 1894.

No. 378 R. Stat., dated Simla, the 6th September 1895.

Read again—

Government of India resolution No. 402 R. Stat., dated the 31st August 1892.
Government of India resolution No. 300 R. Stat., dated the 3rd August 1893.
Government of India resolution No. 293 R. Stat., dated the 30th July 1894.

Read also—

Note by the Director General of Railways, No. 322 Stat., dated the 16th August 1895, with abstract returns of accidents to trains, etc., on the open lines of railways in India for the twelve months ending the 31st December 1894.

OBSERVATIONS.—Under abstract No. 4, on pages 14 and 15, of the accompanying returns the accidents to trains, rolling stock, permanent-way, etc., reported during the twelve months ending the 31st December 1894, are given—the different classes of accidents, the number of passengers and others, and the number of railway servants, killed or injured, in each class of accident being shown separately.

The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous years, are summarised in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":—

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	TOTAL.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>									
Twelve months ending the 31st December 1894	100	2,456	2,556	(a) 9	(b) 52	10	32	19	84
Average of the three previous years	126	2,313	2,439	29	72	10	59	49	131
<i>Metre gauge.</i>									
Twelve months ending the 31st December 1894	26	1,869	1,895	(c) 1	(d) 40	5	16	6	56
Average of the three previous years	34	1,766	1,800	4	20	7	12	11	32
<i>Special gauges.</i>									
Twelve months ending the 31st December 1894	...	85	85	...	...	...	...	...	...
Average of the three previous years	2	52	54	...	...	...	1	...	1
Total all gauges for twelve months ending the 31st December 1894	126	4,410	4,536	(e) 10	(f) 92	15	48	25	140
Average of the three previous years	162	4,131	4,293	43	92	17	72	60	164

- (a) Of these, eight were not passengers.
(b) Of these, three were not passengers.
(c) Not a passenger.
(d) Of these, four were not passengers.
(e) Of these, nine were not passengers.
(f) Of these, seven were not passengers.

2. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked, and in the train-mileage run during the year 1894, as compared with the average of the three previous years:—

	INCREASE OR DECREASE, AS COMPARED WITH THE AVERAGE OF 1891, 1892 AND 1893.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+117	+ 4.80	+ 566	+ 5.26	+2,284,368	+ 5.26
Metre	+ 95	+ 5.28	+ 506	+ 7.73	+1,641,549	+ 9.45
Special	+ 31	+ 57.41	...	...	—26,064	— 6.33
TOTAL	+243	+ 5.66	+ 1,072	+ 6.11	+3,899,853	+ 6.37

3. The principal variations in the number of accidents reported in connection with the working of the several gauges, as compared with the average of the three previous years, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:—

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase, or decrease
	Serious.	Minor.	TOTAL.	
<i>Standard gauge.</i>				
Collisions between goods trains or parts of goods trains	—5	+21	+16	+23.88
Goods trains or parts of goods trains, engines, etc., leaving the rails	—6	—14	—20	— 9.43
Trains running over cattle on the line	+2	+168	+170	+18.93
Trains running over obstructions on the line	+8	—22	—14	—13.73
The bursting of tubes, etc., of engines	+1	+64	+65	+89.04
The failure of machinery, springs, etc., of engines	+1	+26	+27	+ 8.82
The failure of couplings	+2	—22	—20	—24.39
The flooding of portions of permanent-way	—3	+42	+39	+78.00
Fire in trains	—2	—62	—64	—58.72
Fire at stations or involving injury to bridges or viaducts	—1	—19	—20	—45.45
Under head "Other accidents"	—8	—36	—44	—25.43
<i>Metre gauge.</i>				
The bursting of tubes, etc., of engines	...	+28	+28	+40.58
The failure of machinery, springs, etc., of engines	...	+40	+40	+28.57
<i>Special gauges.</i>				
Goods trains, or parts of goods trains, engines, etc., leaving the rails	—1	+20	+19	+111.76
The flooding of portions of permanent-way	...	+18	+18	+600.00

Standard gauge.

4. The increase under "Trains running over cattle on the line" was chiefly due to the occurrence, on the East Indian railway, of 63 and, on the North Western (state) railway, of 47 more accidents of this nature as compared with the average of the three previous years, and of 42 accidents on the East Coast (state) railway from which no returns were previously received.

5. Of the total increase of 65 accidents under "The bursting of tubes, etc., of engines," an increase of 50 occurred on the North Western (state) railway.

6. There was an increase of 39 cases under "The flooding of portions of permanent-way," of which 19 were on the Bombay, Baroda and Central India railway, and 12 on the North Western (state) railway.

7. Under "Fire in trains" the principal variations were decreases of 23 and 33 on the Great Indian Peninsula and the Madras railways, respectively.

8. The decrease under the head "Other accidents" resulted chiefly from an increase of 11 accidents on the Great Indian Peninsula railway and decreases of 26 on the East Indian railway, 15 on the Bengal Nagpur railway and 13 on the North Western (state) railway.

Metre gauge.

9. Under "The failure of machinery, springs, etc., of engines," the increase was chiefly due to the Southern Mahratta railway on which the number rose from 38 to 63.

Special gauges.

10. The accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails" numbered 36 against 17, of which 25 against 10 took place on the Jorhát railway alone.

11. The increase under "The flooding of portions of permanent way" was mainly due to the number recorded on the Morvi railway having risen from 1 to 15.

12. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, viz., 373; the South Indian railway comes next with 225, then the North Western (state) railway with 202, the Rajputana-Malwa railway with 195, the East Indian railway with 183, the Eastern Bengal (state) railway with 153, the Oudh and Rohilkhand (state) railway with 121, the Great Indian Peninsula railway with 91, the Madras railway with 83, and the Nizam's Guaranteed State railway with 81.

In proportion to train-mileage run the number of accidents was highest on the Nizam's Guaranteed State railway, which averaged 1 accident in 8,301 train-miles; the Southern Mahratta coming next with an average of 1 in 8,673; then the Dibru-Sadiya, the Jodhpore-Bickaneer, the Jorhát, and the East Coast (state) railways with averages of 1 in 9,705, 1 in 11,049, 1 in 11,494, and 1 in 12,441, respectively.

The lowest number recorded in proportion to train-mileage run was on the Great Indian Peninsula railway, viz., 1 in 100,814; the Bombay, Baroda and Central India railway coming next with 1 in 84,940; then the Gaekwar's Dabhoi railway with 1 in 82,322; the Burma (state) railway with 1 in 67,122, the East Indian railway with 1 in 59,647, and the North-Western (state) railway with 1 in 47,051.

13. The casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, and the total casualties from all causes including trespassers, cases of suicide, etc. (which are detailed in abstract No. 2), are compared separately for each gauge, with the average of the three previous years in the table below:

GAUGE.	TWELVE MONTHS ENDING THE 31ST DECEMBER 1904.						AVERAGE OF THE THREE PREVIOUS YEARS.					
	PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.		PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	49	129	141	399	514	696	50	136	138	446	484	781
Metre	9	49	36	86	120	233	10	40	32	98	144	208
Special	...	1	1	2	2	3	...	2	...	2	1	6
TOTAL	58	179	178	487	636	932	60	178	170	546	629	995

14. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to

have died in carriages or at stations from causes unconnected with the working of trains:

GAUGES.				Killed.	Injured.	Died.
Standard	.	.	.	39	270	670
Metre	.	.	.	5	43	181
Special	.	.	.	...	...	1
TOTAL				44	313	852

15. The statistical results for the period under review are summarised under certain selected heads in the table below:—

PARTICULARS.	TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.				AVERAGE OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked . . . Miles	11,335	7,951	243	19,529	10,750	6,545	243	17,538
Train-mileage run . . . Miles	45,736,310	10,007,043	385,575	56,128,928	43,441,012	17,395,404	411,630	61,248,046
Number of passengers carried . . No.	97,043,080	46,065,431	853,120	143,961,631	87,637,008	39,847,628	757,070	128,241,706
Number of passenger units carried one mile . . . No.	4,083,340,400	1,780,050,518	22,619,310	5,886,010,228	3,734,770,538	1,604,816,550	20,153,510	5,359,740,608
Number of accidents per 100,000 train-miles run . . . No.	6	10	22	7	6	10	13	7
Proportion of passengers killed by accidents to trains (vide abstract No. 3) to number carried . . . No.	1 in 97,043,080	...	...	1 in 143,961,631	1 in 2,434,910	1 in 13,380,542	...	1 in 3,236,010
Proportion of passengers injured by accidents to trains (vide abstract No. 3) to number carried . . . No.	1 in 1,099,857	1 in 1,206,202	...	1 in 1,711,374	1 in 1,370,303	1 in 2,913,424	...	1 in 2,474,905
Proportion of passengers killed from all causes (vide abstract No. 3) to number carried . . . No.	1 in 1,268,880	1 in 1,185,045	...	1 in 1,405,467	1 in 1,010,160	1 in 3,064,740	...	1 in 1,395,513
Proportion of passengers injured from all causes (vide abstract No. 3) to number carried . . . No.	1 in 539,247	1 in 549,005	1 in 653,120	1 in 550,094	1 in 437,596	1 in 686,925	1 in 378,535	1 in 483,084
Proportion of passengers killed and injured from all causes (vide abstract No. 3) to number carried . . . No.	1 in 429,579	1 in 406,441	1 in 853,120	1 in 459,348	1 in 293,297	1 in 501,150	1 in 378,535	1 in 352,351
Proportion of passengers killed and injured from all causes (vide abstract No. 5) to number of passenger units carried one mile . . . No.	1 in 17,000,049	1 in 18,936,708	1 in 21,619,310	1 in 18,222,632	1 in 12,834,235	1 in 22,603,050	1 in 10,075,770	1 in 14,724,579

16. Abstract No. 5 shows for the year 1894, as compared with the ten previous years, the proportion of passengers killed and injured while travelling on the several railways open for traffic in India from causes beyond their own control.

17. The accidents for the fourth quarter of 1894 are dealt with in the following note:

Note on the accidents for the fourth quarter of 1894.

The following table gives the number of accidents, as classified in abstract

Casualties resulting from accidents to trains, rolling stock, etc., for the fourth quarter of 1894. No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred.

RAILWAY.	Number of accidents reported during the 4th quarter of 1894.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian	1	...	...	...	4	...	4
North Western (state)	4	1	4	3	1	4	5
Great Indian Peninsula	1	...	...	...	1	...	1
Bombay, Baroda and Central India	1	...	...	...	1	...	1
<i>Metre gauge.</i>							
Bengal and North-Western	1	...	5	3	5	3	10
Rajputana-Malwa	4	...	6	...	2	...	8
Southern Mahratta	1	...	...	...	1	...	1
Burma (state)	1	1	1	...	...	1	1
TOTAL . . . .	...	2	16	6	15	8	31
Average of the three corresponding quarters of 1891, 1892 and 1893 . . . .	...	35	53	5	26	40	79

(2) *East Indian railway*.—On the 12th November 1894 a collision took place at Shakrigali ghât between a shunting engine and certain wagons, owing to the former coming too fast on to the train. Four servants were injured.

(3) *North Western (state) railway*.—On the 6th October 1894 a ballast train, after the engine had been detached for water at the Shelabagh station, rolled down the incline and collided with No. 2 down mail, two miles from the station. A passenger and a railway servant were killed and four passengers injured; the rolling stock and permanent-way were also seriously damaged. The driver to whose neglect the accident was due was prosecuted.

On the 2nd December 1894 a collision took place in the Ghâziabad station yard between a down special goods and a pilot engine, owing to the driver having disregarded signals. A railway servant was killed.

On the 24th December 1894 a down passenger train ran through the level-crossing gate near the down distant signal at Sahâranpur. The gateman in attempting to open the gates, which were closed across the line, was killed.

On the 28th December 1894 a shunting engine collided with the outgoing engine of a down goods train in the locomotive yard at Sahâranpur through the carelessness of the pointsman. A fireman was slightly injured.

(4) *Great Indian Peninsula railway*.—On the 6th October 1894 a collision took place at Karjat between an up ghât trip train and the rear wagon attached to a main line engine, while the latter was passing over the cross-over road from the down to the up line. The accident was due to the driver of the ghât train having failed to notice the obstruction in time. A railway servant was injured.

(5) *Bombay, Baroda and Central India railway*.—On the 9th October 1894 a buffalo was run over by a down mixed train at Chhârodi station on the Gaekwar's Petlâd line, resulting in the derailment of a wagon. A railway servant was slightly injured.

(6) *Bengal and North-Western railway*.—On the 19th October 1894 a collision took place at Dalsinghsarai between a ballast and an up mixed train, owing to the latter having been admitted on to the wrong line. Three railway servants were killed and five passengers and five railway servants injured. There was also considerable damage to rolling stock.

(7) *Rajputana-Malwa railway*.—On the 7th October 1894 a collision took place at Achnera between a shunting engine and three 3rd class carriages standing on the line. The accident was due to the shunter having been unable to shut off steam in time. A railway servant was slightly injured.

On the 26th November 1894 the roof lamp of a 3rd class carriage on a down mixed train caught fire between Kivarli and Bhimâna and exploded. Five passengers were slightly scalded.

On the 9th December 1894 stones were thrown by two boys at a down mixed train at mileage 133 between Nîmbahera and Shambhûpûra. A passenger was struck on the forehead and was slightly injured. The boys were prosecuted and one of them was sentenced to receive twenty stripes.

On the 21st December 1894, while a steam crane was being shunted at Khandwa, the chimney of the crane, which was not lowered, came in contact with the roof of the locomotive shed and was damaged. The fireman in attempting to lower the chimney was injured.

(8) *Southern Mahratta railway*.—On the 9th November 1894 a down mixed train was derailed between Birar and Kadur, owing to an axle of a covered goods wagon having failed. A railway servant was injured.

(9) *Burma (state) railway*.—On the 30th December 1894 an engine with 20 vehicles ran into a bullock cart while the latter was crossing the line at a level-crossing near the Mandalay Shore station. An old woman, the occupant of the bullock cart, was killed and the driver injured.

RESOLUTION.—The Government of India notice that, with an increase of 1,072 miles, or 6·11 per cent. in the mean mileage worked and of 3,899,853 miles, or 6·37 per cent. in the train-mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., on Indian railways during 1894 shows

an increase of 243 or 5'66 per cent., as compared with the average of the three previous years.

2. The numbers of passengers killed and injured by accidents to trains, etc., were 1 and 85 respectively, against 39 and 87 the averages of the three previous years; while the numbers of passengers killed and injured from causes other than accidents to trains, etc., were 58 and 179 respectively, against 60 and 178.

3. Out of a total of 145,462,546 passengers travelling, there were 59 killed and 264 injured, or an average of 1 killed in 2,465,467 and of 1 injured in 550,994.

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling, was 1 killed out of 145,462,546 and 1 injured out of 1,711,324.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 15 killed and 48 injured, against 17 and 72, respectively, the average of the three preceding years. From causes other than accidents to trains, etc., the casualties were 178 killed and 487 injured, against 170 killed and 546 injured.

5. With an increase of 6'11 per cent. in the mean mileage worked and of 6'37 per cent. in the train-mileage run, it is observed that the total number of casualties from all causes over the whole of the Indian railway system, as compared with the average of the three previous years, increased under killed from 629 to 636 or by 1'11 per cent., and decreased under injured from 995 to 932 or by 6'33 per cent.

ORDER.—Ordered that this resolution, with the abstract returns and appen-

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India, and Baluchistan.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

dices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered, also, that copies be forwarded for the information of Her Majesty's Government.

Ordered, further, that this resolution, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,

Under Secretary.

Documents accompanying.

Abstract returns of accidents for the twelve months ending the 31st December 1894.

Enclosure to P. W. D. No. 378 R. Stat., dated the 6th September 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the twelve months ending 31st December 1894, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	1	49	...	36	...	...	1	85
By accidents from other causes, including accidents from their own want of caution or misconduct	49	129	9	49	...	1	58	179
RAILWAY SERVANTS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	10	32	5	16	...	...	15	48
By accidents from other causes, including accidents from their own want of caution or misconduct	141	399	36	86	1	2	178	487
OTHER PERSONS:—								
Whilst passing over railways at level-crossings	20	5	6	4	...	...	26	9
Trespassers	211	66	56	41	1	...	268	107
Suicides	75	6	8	...	...	...	83	6
Miscellaneous, not included in either of the above	7	10	...	1	...	...	7	11
TOTAL	514	696	120	233	2	3	636	932

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE MONTHS ending 31st December 1894, as KILLED or INJURED in RAILWAY ACCIDENTS, PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the CAUSES OF ACCIDENTS.

Serial Number.	RAILWAY.	PASSENGERS.														TOTAL PASSENGERS.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																																																																																																																																																																																																																																																																																																																																																																																																																																
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.													From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																																																																																																																																																																																																																																																																																																																																																																																																																														
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(a) Including the Delhi-Umbel-a-Kalka and Tarkessur railways.

(b) " the Bhopal-Nagpur railway.

(c) " the Hyderabad-Shadigali, the Jammu-Kashmir, and the Rajputana-Bhatinda railways.

(d) " the Bengal Central and Cooch Behar railways, and the metre and special gauge sections.

(e) Including the Wardha-Coal, Dhond-Manmad, Khamgaon, and the Wardha-Katam and the Gackwar's Pottal railway.

(f) " the Madras-Kutiam and the Gackwar's Pottal railway.

(g) " the Kolar Gold-fields railway.

D. 2.
the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

ACCIDENTS TO TRAINS, ETC.																				OTHERS.										Serial Number.
Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Whist passing over railways at level-crossings.	Trespassers.	Suicides.	Miscellaneous.	Total others.	Total all classes.					
8.—Whist working at crosses or crossings.																														
9.—Whist working on the permanent-way or in sidings.																														
10.—Whist walking along the line on the way home or to work.																														
11.—Whist walking, crossing, or standing on the line.																														
12.—Whist passing between vehicles.																														
13.—Whist attending to the machinery of engines, cleaning them, etc.																														
14.—Whist attending to gates at level-crossings.																														
15.—Falling or being caught between vehicles and platforms.																														
16.—Falling off ladders, scaffolds, platforms, etc.																														
17.—By falling of lamps, wagon-doors, timber, weights, etc.																														
18.—Whist coupling or uncoupling wagons.																														
19.—Miscellaneous.																														
Total.																														
Total servants.																														
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(a) Including the Deccan extension railway.
 (b) the Jalapur-Deccan and the Gadchiroli-Maharashtra railways.
 (c) the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yeavantpur-Mysore frontier, and the Mysore-Nanjangud railways.
 (d) the Mayavaram-Mutpet railway.

NUMBER of PERSONS reported, during the TWELVE MONTHS ending 31st December 1894, as KILLED or INJURED in INDIA
PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

ABSTRACT

Serial Number.	RAILWAY.	PASSENGERS.																															
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.												From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.															
				1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of train.		3.—Whilst crossing the line at stations.		4.—By the closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.				1.—During shunting operations.		2.—Falling off engines, vans, wagons, etc.		3.—Coming in contact with over-bridges, etc., during the travelling of trains.		4.—Coming in contact while shunting with vehicles, etc., standing in adjoining lines.		5.—Getting on or off trains, engines, etc.		6.—Whilst loading, unloading, or shunting.					
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
	Brought forward	18	1	1	2	1	1	1	2	2	28	1	1	6	34	6	62	5	16	4	12	4	9	1	1	5	1	1	1				
	<i>Metre gauge—concl.</i>																																
	State line worked by the State.																																
XLVIII	Burma (state)	18									3	13			3	13	3	31			1					5	2			1			
	Assisted companies.																																
LI	Deoghur																																
LII	Rohilkund and Kumaon (company's section) (a)																																
LIII	Bengal Doars																																
LIV	Dibru-Sadiya																																
	Lines owned and worked by native states.																																
LXI	Jodhpore-Bikaner—Jodhpore section										1			1	1						1	1				1	2	1					
	Bikaner "																																
LXII	Bhāvnagar-Gondal-Junāgarh-Portbandar (b)										1			1	1																		
	TOTAL	86	1	1	2	1	1	1	2	5	48	1	1	9	49	9	85	5	16	4	12	7	11	1	1	4	8	1	10				
	Average for the 3 previous years	3	18	1	2	2	4	1	1	6	29	1	3	10	40	13	58	7	12	4	10	9	14	1	1	4	10	1	10				
	<i>Special gauges.</i>																																
	State line worked by the State.																																
LXVIII	Jorhāt (2' 0")																																
	Assisted company.																																
LXIX	Darjeeling-Himalayan (2' 0").										1			1	1					1													
	Line owned by native state and worked by company.																																
LXX	The Guekwar's Dabhoi																																
	Line owned and worked by native state.																																
LXXIII	Morvi (2' 6")																																
	TOTAL										1			1	1					1	1												
	Average for the 3 previous years										1		1	2	2		1			1	1												
	GRAND TOTAL	1	85	11	9	8	28	3	4	1	5	28	12	7	1	58	179	59	264	15	48	17	37	16	45	1	2	6	8	14	21	11	88
	Average for the 3 previous years	39	87	16	16	9	19	4	5	1	4	30	118	6	16	80	178	99	285	17	72	15	39	20	53	2	6	7	12	41	7	89	

(a) Including the Rohilkund and Kumaon (Lucknow-Bareilly section).
(b) " the Jetalpur-Rajkot railway.

TRAVELLING OF TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—concluded.

ON TRAINS, ETC.																	OTHERS.										TOTAL ALL CLASSES.		Serial Number.							
Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.												
9.—Whist working on the permanent-way or in sidings.		10.—Whist walking along the line on the way home or to work.		11.—Whist walking, crossing, or standing on the line.		12.—Whist passing between signals.		13.—Whist attending to the machinery of engines, cleaning them, etc.		14.—Whist attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon doors, timber, weights, etc.		18.—Whist coupling or uncoupling wagons.		19.—Miscellaneous.		TOTAL.		TOTAL SERVANTS.		Whist passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		TOTAL OTHERS.		
1	1	1	1	6	7	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	61	32	77	5	3	41	27	8	...	1	54	39	92	160	
2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
6	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
7	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
9	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
10	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
11	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
12	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
13	13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
14	14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
15	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
17	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
18	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
19	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
20	20	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
21	21	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
22	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
23	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
24	24	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
25	25	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
26	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
27	27	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
28	28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
29	29	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
30	30	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
31	31	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
32	32	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
33	33	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
34	34	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
35	35	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
36	36	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
37	37	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
38	38	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
39	39	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
40	40	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
41	41	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
42	42	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
43	43	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
44	44	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
45	45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
46	46	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
47	47	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
48	48	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
49	49	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
50	50	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
51	51	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1	1	3	5	...	...	...	4	6	12	48	XLVIII.
52	52	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	5	11	1											

GREAT INDIAN PENINSULA, (G)										EAST COAST (STATES).										CENTRAL INDIA (STATES).										WESTERN INDIA (STATES).										SOUTHERN INDIA (STATES).									
Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.											
Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
11	11	22	11	11	11	11	11	11	11	11	11	22	11	11	22	11	11	22	11	11	11	11	22	11	11	11	11	22	11	11	22	11	11	22	11	11	22	11	11										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	2	1	1	2	1	1	2	1	1										
1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	2	1	1	1	1																											

1.	Collisions between passenger trains or parts of passenger trains	
2.	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	
3.	Collisions between goods trains or parts of goods trains	
4.	Collisions between light engines	
5.	Passenger trains or parts of passenger trains leaving the rails	
6.	Goods trains or parts of goods trains, engines, etc., leaving the rails	
7.	Trains or engines travelling in the wrong direction through points	
8.	Trains running into stations or sidings at too high a speed	
9.	Trains running over cattle on the line	
10.	Doitto over obstructions on the line	
11.	Doitto through gates at level-crossings	
12.	The bursting of boilers of engines	
12(a).	Doitto of tubes, etc., of engines	
13.	The failure of machinery, springs, etc., of engines	
14.	The failure of tyres	
15.	Doitto of wheels	
16.	Doitto of axles	
17.	Doitto of brake apparatus	
18.	Doitto of couplings	
19.	Doitto of tunnels, bridges, viaducts, culverts, etc.	
20.	Broken rails	
21.	The flooding of portions of permanent-way	
22.	Slips in cuttings or embankments	
23.	Fire in trains	
24.	Fire at stations, or involving injury to bridges or viaducts	
25.	Other accidents	
		TOTAL ALL CLASSES

(a) Including the Bengal Central and the Cochin Bharat railways and the metre and special gauge sections.

^a (b) Not Passengers.

(c) Of these, three were not passengers.

(a) Including the Wardha-Cool, Dhoni-Mannid, Khingson, and Anraoli railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.—continued.

	STANDARD GAUGE—continued.										METRE GAUGE.									
	BOMBAY, BARODA AND CENTRAL INDIA. (a)					MADRAS. (c)					THE Nizam's GUARANTEED STATE. (d)									
	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.
	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line
3. Collisions between goods trains or parts of goods trains
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, &c., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Trains running over cattle on the line	1	29	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(c). Ditto of tubes, &c., of engines
13. The failure of machinery, springs, &c., of engines	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	31	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of funnels, bridges, viaducts, culverts, &c.
20. Broken rails	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	24	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	194	196	(2)1	...	1	106	107	...	...	9	118	127	...	...	...	...	...	...	...

CHAPTER II. 1895. Illustrating the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	RAJPUTANA-MALWA. (c)										SOUTHERN-MARATHA. (d)										SOUTH INDIA. (f)									
	Number.					Number.					Number.					Number.					Number.					Number.				
	Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Governments under section 88 of the Indian Railways Act, No. IX of 1880.				
	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.	Total.	Killed.	Injured.	Number of passengers and others.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	2	...	...	...	...	2	...	...	...	...	2	...	...	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains
4. Ditto light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Ditto over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	4 419 453	...	...	8	...	11	...	...	3	...	11 584 575	...	7(c)	2	8	20 1291	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(d) Including the Guntakal-Mysore frontier, the Secunder-Madrass (Mysore section), the Kolar, the Yesvantpur-Mysore frontier, and the Mysore-Nanjund railway.

(f) Including the Mysore-Madras railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported, during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC IN INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*continued*

[illegible]

TABLE II IN INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	BENGAL DIVISION.						METRE GAUGE—contd.						JODHPUR-BIKANER (JODHPUR AND BIKANER SECTIONS).					
	Number.			Number of passengers and others.			Number.			Number of passengers and others.			Number.			Number of passengers and others.		
	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Other accidents.	Total.	Killed.	Injured.	Total.	Other accidents.	Total.	Killed.	Injured.	Total.	Other accidents.
	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.	Local Government under section 83 of the Indian Railway Act, No. IX of 1880.
1. Collisions between passenger trains or parts of passenger trains
2. Ditto, ditto and goods or mineral trains, engines and vehicles standing foul of the line
3. Collisions between goods trains or parts of goods trains
4. Ditto light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Ditto over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	10	10	..	..	..	..	10	99	100	..	..	..	62	62	..	..	..	1

(a) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the TWELVE MONTHS ending 31st December 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—continued.

	MUTUAL GAIN—continued.										SPECIAL GAUGES.									
	BHAVNAGAR-GONDAL-JUDHAIK-POREBHAR, (a)					JOHAF (2' 6").					DARJEELING-HIMALAYAS (2' 6").									
	Number.	Number of passengers and others.		Number of servants.	Total all classes.	Number.	Number of passengers and others.		Number of servants.	Total all classes.	Number.	Number of passengers and others.		Number of servants.	Total all classes.	Number.	Number of passengers and others.		Number of servants.	Total all classes.
		Other accidents.	Killed.				Other accidents.	Killed.				Other accidents.	Killed.				Other accidents.	Killed.		
1. Collisions between passenger trains or parts of passenger trains
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line
3. Collisions between goods trains or parts of goods trains
4. Ditto light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Ditto over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	34	8	...	...	...	34	8	...	...	...	34	8	...	...	...	34	8	...	...	...

The GANESAN'S DABHOL. (2' 6")	MURVI. (2' 6")									
	Number.					Number.				
	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Number of passengers and others.	Killed.	Injured.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains
2. Ditto and goods or mineral trains, engines and vehicles standing foul of the line
3. Goods trains or parts of goods trains
4. Ditto light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Trains running over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	10	10	20	...	...	...	...	...	...	...

ABSTRACT

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS of different CLASSES of ACCIDENTS and the number of PASSENGERS, and OTHERS, and of RAILWAYS.

STANDARD GAUGE LINES.																									METRE GAUGE LINES.											
Average number of accidents during 1891, 1892, and 1893.				TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.												Average number of accidents during 1891, 1892, and 1893.				TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.																
				Number.			Number of passengers and others.			Number of servants.			Total all classes.							Number.																
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.				Other accidents.			Total.			Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.			Other accidents.			Total.			Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.				Other accidents.			Total.										
										Killed.			Injured.			Killed.			Injured.			Killed.			Injured.											
1. Collisions between passenger trains or parts of passenger trains				3	2	5	1	1	2	...	...	...	...	...	...	...	1	2	3	4	3	7	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line				16	15	31	10	17	27	1	32	1	9	2	41	3	12	15	5	4	9	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains				8	59	67	3	80	83	...	...	2	6	2	6	3	20	23	...	24	24	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines				1	22	23	...	14	14	...	...	1	...	1	...	...	6	6	...	6	6	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails				20	32	52	17	24	41	...	...	1	...	1	...	5	30	35	4	28	32	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails				16	196	212	10	182	192	...	...	2	...	2	...	3	108	111	2	112	114	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points				3	46	49	4	55	59	...	...	1	...	1	...	1	22	23	1	16	17	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed				1	5	6	3	7	10	...	10	4	...	4	10	...	4	4	2	15	17	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line				2	896	898	4	1,064	1,068	(a)	(a)	...	2	...	2	5	975	980	1	989	990	...	...	...	...	...	...	...	...	...	...	...
10. Trains running over obstructions on the line				6	96	102	14	74	88	7	3	2	7	9	10	1	48	49	1	47	48	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings				1	31	32	2	25	27	...	1	1	1	1	...	23	2	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines				...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines				...	73	73	1	137	138	...	...	...	...	...	...	69	69	...	97	97	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines				...	308	306	1	332	333	...	...	...	...	...	...	140	140	...	180	180	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres				1	7	8	...	3	3	...	...	...	...	...	...	5	5	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels				...	3	3	...	2	2	...	...	...	...	...	...	1	1	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles				1	13	14	1	10	11	...	...	...	...	...	...	2	25	27	3	86	89	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus				...	2	2	...	3	3	...	...	...	...	...	...	3	3	...	8	8	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings				...	82	82	2	60	62	7	...	1	...	8	...	1	121	22	...	122	122	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.				3	4	7	2	6	8	...	...	...	...	...	...	14	14	...	17	17	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails				...	49	49	...	57	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way				24	26	50	21	68	89	...	...	...	...	...	7	40	47	2	52	54	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments				8	34	42	3	37	40	...	...	...	...	...	1	5	6	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains				3	106	109	1	44	45	(a)	...	...	...	...	1	41	42	...	49	49	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts				1	43	44	...	24	24	1	...	...	1	...	...	7	7	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents				8	165	173	...	129	129	...	...	1	...	1	...	1	44	45	1	36	37	...	...	...	...	...	...	...	...	...	...	...
TOTAL FOR 1894				...	...	...	100	2,456	2,556	(b)	(c)	9	52	10	32	19	84	...	...	...	26	1,869	1,895	...	...	...	...	...	...	...	...	...
Average of the three previous years				...	...	...	126	2,313	2,439	39	72	10	59	49	131	...	...	...	34	1,766	1,800	...	...	...	...	...	...	...	...	...	...	...
Mean mileage worked				11,335												7,051																				
Number of servants employed				130,616												52,841																				
Train-mileage of all descriptions				45,726,310												19,007,043																				
Number of passengers carried				97,943,989												46,665,431																				
Passenger-mileage				4,083,240,400												1,780,050,518																				
Per mile open—																																				
Train-mileage of all descriptions				4,034												2,696																				
Number of passengers carried				8,641												6,618																				
Passenger-mileage				360,233												252,453																				
Total passengers—																																				
Killed per million of passengers				0.010												...																				
Injured per million of passengers				0.500												0.771																				
Killed per million of passenger-miles				...												...							
Injured per million of passenger-miles				0.012												0.020																				

(a) Not passenger(s).

(b) Of these, eight were not passengers.

(c) Of these, three were not passengers.

(d) Of these, four were not passengers.

TRAFFIC in INDIA, reported during the TWELVE MONTHS ending 31st December 1894, distinguishing the DEATHS KILLED OR INJURED in each class of accident.

SPECIAL GAUGE LINES.														TOTAL ALL GAUGES.													
1894.		TWELVE MONTHS ENDING 31ST DECEMBER 1894.												1893.		TWELVE MONTHS ENDING THE 31ST DECEMBER 1894.											
Killed.	Injured.	Average number of accidents during 1891, 1892, and 1893.				Number.				Number of passengers and others.				Average number of accidents during 1891, 1892, and 1893.				Number.				Number of passengers and others.				Total all classes.	Number of hearings.
		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.					
18	4	4	8	5	4	9	18	...	...	18	1			
3	12	...	...	...	...	...	...	...	...	...	...	...	...	19	27	46	15	21	36	1	38	4	15	5	53	2
1	11	79	90	3	104	107	...	...	2	7	2	7	3	
...	1	28	29	...	20	20	...	...	1	...	1	4	4	
...	...	1	5	6	...	3	3	...	...	...	...	...	...	26	67	93	21	55	76	...	...	1	...	1	5	5
...	...	1	16	17	...	36	36	...	...	...	...	...	...	20	320	340	12	330	342	...	...	2	...	2	6	6
1	4	68	72	5	71	76	...	...	1	1	1	1	7	
...	1	9	10	5	22	27	...	10	4	...	4	10	8	
...	...	7	7	...	10	10	...	...	...	...	...	...	...	7	1,878	1,885	5	2,063	2,068	(a)	(a)	2	...	2	9	9
1	4	...	1	1	...	...	...	...	...	...	...	...	...	7	145	152	15	121	136	8	7	2	7	10	14	10
...	1	54	55	2	37	39	...	...	1	1	1	1	11	
...	1	1	...	...	...	...	...	...	12	
...	1	1	...	...	...	...	...	...	...	...	142	142	1	235	236	...	...	...	...	...	...	(a)	
...	...	7	7	...	7	7	...	...	...	...	...	...	...	...	453	453	1	519	520	...	...	...	...	...	...	13
...	1	12	13	...	13	13	...	...	...	...	...	...	14	
...	...	3	3	...	2	2	...	...	...	...	...	...	...	...	7	7	...	6	6	...	...	...	...	...	...	15
11	...	5	5	...	3	3	...	...	...	...	...	...	...	3	43	46	4	49	53	...	6	...	5	...	11	16
...	5	5	...	6	6	...	...	...	...	...	...	17	
...	...	3	3	...	...	...	...	...	...	...	...	...	...	1	206	207	2	182	184	...	7	...	1	...	8	18
...	3	4	7	2	6	8	...	...	...	...	...	...	19	
...	63	63	...	74	74	...	...	...	...	...	...	20	
1	3	...	3	3	...	21	21	...	...	...	...	...	...	31	69	100	23	141	164	...	...	1	3	1	3	21
...	9	39	48	3	40	43	...	...	...	...	...	...	22	
5	...	1	1	...	...	...	...	...	...	...	...	...	...	4	148	152	1	93	94	...	5	...	...	...	5	23
...	1	50	51	...	30	30	(a)	1	...	...	1	...	24	
2	...	1	1	...	2	2	...	...	...	...	...	...	...	9	210	219	1	167	168	...	1	...	2	...	3	24
6	56	85	85	125	4,410	4,536	(e) (f)	10	92	15	48	25	140
11	32	...	...	...	2	52	54	...	...	...	1	1	...	...	...	...	162	4,131	4,293	43	92	17	72	60	164	164
243														18,629													
1,515														184,972													
385,575														65,118,928													
853,126														145,462,546													
22,619,319														5,885,910,227													
1,587														3,496													
3,511														7,808													
93,084														315,954													
...														0.007													
...														0.584													
...														...													
...														0.014													

(e) Of these, nine were not passengers.

(f) Of these, seven were not passengers.

ABSTRACT No. 5.

PROPORTION OF PASSENGERS KILLED AND INJURED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA FROM CAUSES BEYOND THEIR OWN CONTROL IN PASSENGER-JOURNEYS FOR THE YEARS 1884 TO 1894.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL, FROM ACCIDENTS TO TRAINS.		Number of Passenger-journeys (inclusive of journeys by season ticket holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1884	11	50	73,815,119	1 in 6,710,465	1 in 1,476,300
1885	4	33	80,864,779	1 in 20,216,194	1 in 2,450,440
1886	3	43	88,436,318	1 in 29,478,773	1 in 2,056,610
1887	4	62	95,411,779	1 in 23,852,945	1 in 1,538,900
1888	2	26	103,156,013	1 in 51,578,006	1 in 3,967,500
1889	27	155	110,402,383	1 in 4,088,977	1 in 712,200
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,748,700
1891	56	135	122,611,345	1 in 2,189,488	1 in 908,200
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,800
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,200
1894	1	65	145,462,546	1 in 145,462,546	1 in 1,711,800

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND VENOMOUS
SNAKES DURING THE YEAR 1894.

No. ^{15-Public}
1377-1388.

Extract from the Proceedings of the Government of India in the Home Department (Public), dated Simla, the 16th September, 1895.

Read—

Home Department Resolution No. ^{14-Public}
1548-59, dated the 20th September 1894, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1893.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1894 :

From the Government of Madras, No. 276-A., dated the 16th May 1895, and enclosures.

From the Government of Madras, No. 991-A. R., dated the 18th June 1895.

From the Government of Bombay, No. 2954, dated the 17th July 1895, and enclosures.

From the Government of Bengal, No. 3654-J., dated the 4th July 1895, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 540, dated the 1st June 1895, and enclosures.

From the Government of the Punjab, No. 399, dated the 3rd May 1895, and enclosures.

From the Chief Commissioner of the Central Provinces, No. 4182, dated the 29th May 1895, and enclosures.

From the Chief Commissioner of Burma, No. 41-1 W.-1, dated the 2nd April 1895, and enclosures.

From the Chief Commissioner of Assam, No. ^{306-Miscellaneous}
1850-G., dated the 9th April 1895, and enclosure.

From the Chief Commissioner of Coorg, No. ⁹²
455-83, dated the 18th January 1895, and enclosures.

From the Resident at Hyderabad, No. 88, dated the 5th April 1895, and enclosures.

From the Chief Commissioner of Ajmere-Merwara, No. ⁷⁷¹
163, dated the 8th July 1895, and enclosure.

From the Resident in Mysore, No. ²⁴⁷
2386, dated the 23rd January 1895, and enclosure.

RESOLUTION.

The statement appended to this Resolution contains the figures returned from the various Provinces regarding the number of human beings and of cattle killed by wild animals or by the bite of poisonous snakes, the number of wild animals of various descriptions, and of snakes, destroyed in each Province, the amount of rewards paid for their destruction, and the number of licenses issued in Form XI under the Indian Arms Act, 1878, free of charge, allowing the possession of arms for purposes of destruction of wild animals or protection of crops. The figures for the year under report (1894) are compared in the statement with those for 1893.

2. The following figures show the loss of human life caused by wild animals that has been reported in these two years :

PROVINCE.	NUMBER OF PERSONS KILLED DURING	
	1893.	1894.
Madras ...	274	279
Bombay ...	38	40
Bengal ...	1,600	1,693
North-Western Provinces and Oudh ...	232	279
Punjab ...	37	40
Central Provinces ...	256	221
Burma ...	178	156
Assam ...	155	145
Coorg ...	2	1
Hyderabad Assigned Districts ...	27	37
Ajmere and Merwara ...	5	2
	2,804	2,893

The figures for each Province show little variation from the preceding year. Of the deaths in Bengal, 939 (as against 860 in 1893) are stated to have been due to "other" (unclassified) animals, mostly jackals, wild boars, and alligators, the latter being very destructive in all districts of the Dacca Division. The deaths due to tigers in Burma had in 1893 risen to 124 from 28 in 1892: the reported figures, however, were believed to be incorrect. Apparently those for the earlier year were defective, as the number of deaths caused by tigers was 108 in the year under report. The Provinces in which the loss of life caused by wild beasts was highest in proportion to population were: Assam, Bengal, Burma and the Central Provinces: the mortality in these Provinces was one in 37,771, 42,142, 48,754 and 48,798 of the population respectively. In Burma the rate of mortality, which had risen in 1893 to one in 42,728, was one in 48,754. Among the whole population of India, one person was killed by wild beasts out of every 76,436, as compared with one in every 78,862 in 1893 and one in every 74,677 in 1892.

3. The number of deaths due to snake-bite in each Province was as follows :

PROVINCE.	NUMBER OF PERSONS KILLED BY SNAKES DURING	
	1893.	1894.
Madras ...	1,498	1,612
Bombay ...	1,192	1,233
Bengal ...	10,797	9,856
North-Western Provinces and Oudh ...	4,847	5,689
Punjab ...	917	1,037
Central Provinces ...	1,024	1,087
Burma ...	499	567
Assam ...	206	160
Coorg ...	...	...
Hyderabad Assigned Districts ...	192	231
Ajmere and Merwara ...	41	66
	21,213	* 21,538

Bengal and Assam shew a decrease in the number of deaths, and the other Provinces an increase, the largest increase being that of 842 in the North-Western Provinces and Oudh. The differences between the two years are in most cases fluctuations for which no cause can be assigned with certainty, as slightly more efficient reporting would produce such differences in the figures. In 1892 the deaths caused by snake-bite in the Lower Provinces of Bengal were 9,120, and last year the Government of India observed with regret that the number had risen to 10,797. Though the deaths in Bengal exceed those in other Provinces, there was apparently nothing permanent in the rise, as the number has receded to 9,856 in 1894. The decrease of mortality is ascribed both in Bengal and Assam to the low flood-levels of the year, the snakes not having been dislodged from their usual haunts as happens when the water is high. In Assam the mortality is the lowest recorded in the last ten years. The loss of life from snake-bite was highest in proportion to the population in Bengal, Ajmere and Merwara, the North-Western Provinces and Oudh and the Central Provinces, the figures being one person per 7,239, 8,218, 8,245 and 9,921 in these Provinces respectively. If all the Provinces be taken together, one person was killed in this manner among every 10,267 of the population in 1894, as compared with one in every 10,424 in 1893.

4. The total number of cattle returned as killed by wild animals and snakes was 97,371, against 94,666 in 1893.* It is acknowledged that little reliance can be placed on the accuracy of the total figures, since, especially in the case of deaths of cattle from snake-bite, the reporting is necessarily very defective, the owner having no motive to report and the occurrence often not coming to the knowledge of an official. There was an increase in the total number of cattle killed by wild animals (89,544 to 92,495), and a decrease in the number killed by snakes (5,122 to 4,876). The principal increases in the former figures were, from 8,343 to 10,228 in the Central Provinces, and from 17,446 to 19,594 in Assam. The reported deaths of cattle from snake-bite also in the Central Provinces increased from 95 to 235. 34,194 cattle were killed by tigers, and 33,696 by leopards, the greatest number of the former cases (12,620) being in Assam and of the latter (11,426) in Bengal. It is probable that tigers, leopards, or panthers are not much discriminated in the original returns.

The increase in Assam is ascribed by the Chief Commissioner to more accurate reporting. In the Central Provinces the same explanation has been offered for a continuous increase, but the Chief Commissioner views the statistics in general with distrust, and has desired the special attention of the officer who in each district has been placed in charge of the operations for the destruction of wild animals and snakes, to the reported increasing destruction of cattle. The increase in the last few years has been very large in the Lower Provinces of Bengal, where the average in 1884-86 was 11,792 cattle killed by wild animals, while the number for 1892 was 27,966 and for 1894, 35,519. The Local Government, however, ascribe the rise to better reporting.

5. The number of wild beasts destroyed was 13,447, the total amount of rewards paid being Rs. 1,04,927. The corresponding figures in the previous

* The figure shown for 1893 in the Resolution No. $\frac{14\text{-Public}}{1543\text{ }1519}$ of 20th September 1894 was 90,253. The Bengal Government have since supplied revised figures for 1893, viz., 36,348 in place of 31,935.

year were 15,309 and Rs. 1,04,840. The numbers of the various kinds of wild animals destroyed do not differ much from those in 1893; the chief decrease was in the number of other (unspecified) animals destroyed (4,120 to 3,051): this was chiefly due to a falling-off (2,859 to 2,084) in the figures for Lower Bengal, where the number of "other animals" destroyed still far exceeds that in any other Province. The destructiveness of these animals (wild boars, alligators, etc.) to human life in Bengal has been alluded to in paragraph 2 of this Resolution. In the North-Western Provinces and Oudh (where the total number of animals killed and amount of rewards granted shew a small decrease) Rs. 1,405 were paid for the destruction of 514 bears against Rs. 873 for 316 in the preceding year. It is explained, however, that rewards for 471 bears were paid in the Kumaon Division, and it is suspected that some of the skins were purchased in Nepal and Thibet for the sake of the reward; the Local Government has directed that the matter should be specially enquired into.

6. The number of venomous snakes reported to have been destroyed, and the rewards granted on this account shown in the returns, fell respectively from 117,120 to 102,210 and from Rs. 12,607 to Rs. 10,150. (In 1892, however, the number of snakes killed was returned as only 84,789). In Madras no rewards are paid by the Government for killing snakes. In the Bombay Presidency also, if rewards paid by municipalities be excluded, no rewards were given during 1894 for the destruction of snakes. At one time a large number of venomous snakes (*phursas*) were killed in the Sâtara and Ratnagiri districts; this ceased on certain restrictions being introduced in the system of rewards: and the Bombay Government decided to watch the mortality in case it should shew an increase. The Local Government consider that there are not yet sufficient data for a conclusion: but there has been no marked increase in the mortality in these two districts. In Sind 11,812 snakes (for which no rewards were paid) are stated to have been killed, against 6,450 in the preceding year. In the North-Western Provinces and Oudh the payment of rewards by Government has been discontinued since 1891; 14,829 snakes are reported to have been killed in 1894, against 21,139 in 1893. The chief decrease, however, took place in Assam, where the figures for the destruction of snakes were: in 1892, 2,329; in 1893, 9,443; and in 1894, 1,808. The rewards paid in Assam fell from Rs. 2,657 to Rs. 303. Practically the whole decrease took place in the Sylhet district, where 9,132 snakes were killed in 1893 and only 1,515 in 1894. The decrease is ascribed, like the reduced mortality from snake-bite in this Province, to the absence of high floods in 1894. The offer of a reward of Re. 1 per snake by the Local Board of North Sylhet, noticed in the Resolution of the Government of India reviewing the returns for 1893, has had no effect, the number of snakes killed in that sub-division having fallen largely. Thus recent experience in Bombay, the North-Western Provinces and Oudh, and Assam seems to confirm the view, based on earlier experiments, which was expressed in 1890 by the Government of India, that there is little practical utility in a system of rewards for killing snakes. In the Central Provinces (where 1,844 snakes were killed during 1894) the Chief Commissioner has approved a uniform rate of reward, *vis.*, one rupee for each poisonous snake killed: this rate has been brought into operation during 1895, and its effect will be visible hereafter. The largest number of snakes killed (52,063) was, as usual, in Lower Bengal, where Rs. 5,006 were paid as rewards.

7. Besides licenses for purposes of sport, which are issued in Form VIII under the Indian Arms Act, 1878, on payment of a small fee, 15,043 (against 16,321 in the previous year) licenses in Form XI were issued, free of cost, for possession of arms for the purposes of destruction of wild animals or protection of crops. Adding the licenses continued from previous years, the total number of licenses in Form XI in force during 1894 was 64,857, against 69,931 in 1893. The largest decrease in the number in force was in the North-Western Provinces and Oudh (16,827 to 15,035) and the Central Provinces (16,126 to 14,075) where such licenses are still more numerous than in any other Province. In the Central Provinces, however, the accuracy of the figures is considered doubtful. In regard to the decrease in the North-Western Provinces and Oudh, it is stated that greater discrimination was found necessary on the part of District Magistrates in granting licenses in order to secure that licenses are not issued in this Form for purposes which it is not intended to cover.

The Indian Arms Act was applied to the Hyderabad Assigned Districts by Foreign Department Notification No. 1875-I., dated 1st June 1894. The Resident has observed that the grant of licenses in Form IX (corresponding to Form XI) will, in these districts, require careful watching.

8. While the Governor General in Council deplores the loss of life which is annually reported to have been caused by wild beasts and snakes His Excellency in Council has nothing at present to add, on the subject of measures for reducing the mortality caused by wild beasts, to the remarks made in paragraph 7 of the Resolution in this Department of 20th September 1894, reviewing the statistics of 1893. So long as the habits of the natives of the country remain as they are and they continue to go barefooted and sleep upon the ground it will, in the opinion of the Government of India, be vain to expect that the number of deaths from snake-bite will fall to a very material extent. But the Government of India adhere to the opinion, which they expressed in 1890, that the removal of undergrowth and débris in or near village sites cannot fail to reduce the chances of loss of life from this cause. At the same time the Government of India admit that this precaution may be both more useful, and more practicable in some parts of the country than in others. In places where vegetable growth is very rapid, it will be difficult to exercise any supervision over keeping it down; though a good deal can be done by the villagers themselves, if they can be convinced of the usefulness of this precaution. It is noticed with satisfaction that attention has generally been given to this subject, although opinions vary as to the amount of good to be expected. Considerable activity in the matter is reported to have been shown by district officers and Local Boards in Madras and Bombay. The Government of Madras, however, are inclined to think that the work of clearance is in many cases not very thoroughly done. In Lower Bengal a good deal has been done by Municipalities, but the villagers remain apathetic, and little, it is stated, can be done to remove the rapidly-growing vegetation of many village sites. The Local Government observes that it is not in those districts where jungle abounds near the houses that the mortality from snake-bite is greatest. In the North-Western Provinces and Oudh, although attention was everywhere paid to clearing inhabited sites, the deaths due to snakes rose from 4,847 to 5,689. In Burma it is expected that the rules regarding village sanitation which

have recently been published will have a beneficial effect in checking the breeding of snakes. In Assam, as already remarked, the mortality from snake-bite was the lowest for many years, and the results are considered by the Chief Commissioner fully to justify the measures which have been adopted for the preservation of human life. The Government of India remain of the opinion that any organised system, such as the appointment of special officers, for the destruction of wild animals and snakes would not be attended by any diminution of the loss of life at all commensurate with the expense which the adoption of such a system would involve. The experiment tried in the Madras Presidency in 1873 resulted in the destruction of 22 tigers and 8 leopards at a cost of Rs. 10,000. At the present time sportsmen and professional shikaris experience year by year greater difficulties in finding tigers to shoot and there is no doubt that the number of these animals in the populous parts of the country is rapidly diminishing. Whenever it is reported that an animal has taken to man-eating measures should, as directed in the Home Department Resolution of 4th December 1890, be promptly taken to exterminate it and Local Governments and Administrations should do all in their power, by the grant of liberal rewards and by requiring local authorities to give special assistance to sportsmen and shikaris, to effect this object. The Government of India adhere to the view expressed in the Resolution just referred to that the grant of rewards for the capture of venomous snakes had not appreciably affected the mortality from snake-bite, and they see no reason to depart from the decision then adopted that the question whether such rewards should be continued or not must be left entirely to the discretion of Local Governments and Administrations.

ORDER.—Ordered that a copy of this Resolution be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the *Gazette of India* for general information.

Also, that a copy be communicated to the Foreign Department.

[True Extract.]

J. P. HEWETT,
Offg. Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 14th, 1895.

During the first few days of the week conditions over India were in progress of recovery from the effects of the rather severe cyclonic storm which advanced on a curved path from the mouth of the Godaveri into Khandesh. This period was marked by a slight to rapid recovery of pressure over the west of the Peninsula and in part over the whole of Western India. During this time pressure decreased moderately steadily from a high pressure area in the south to a low pressure area over the Punjab, and westerly to south-westerly winds prevailed fairly generally, though in the Punjab the directions were variable. On Thursday, the 12th, a change occurred—a large low pressure area appeared over the Bay,—and this feature in the weather gradually increased in importance as the week progressed. There has been a good deal of steady rain over Burma, Bengal, and Assam during the week, and there has also been a fair amount of rain over Madras—more particularly in the south; but elsewhere, after the burst which marked the breaking up of the cyclone previously noticed, rain was very light and scattered, and large parts of the country received hardly any during the week. The weather has been warmer than usual.

Daily Summary—*Sunday, 8th September.*—The barometer was falling over Northern India and Arakan, and rising elsewhere. The rise had been brisk to rapid over the west of the Peninsula, and the depression, which had previously existed there, had filled up. Readings were highest in Malabar and lowest over the Punjab, and westerly to south-westerly winds prevailed, except in the north of the Punjab, where the direction was south-easterly, and in Malabar, where the direction was northerly. Temperature was in considerable to large defect over the west of the Peninsula and in Assam, and in more or less excess elsewhere. Rain had fallen generally over North-Eastern India and Bombay, and, as scattered showers, over the Gangetic plain, the North-West Himalayas, and the Central Provinces.

Monday.—Pressure had increased, except over the Bay and at one or two stations in Northern India. The rise had been rapid over Gujarat, Southern Rajputana, and Central India. The general distribution was practically unaltered, except that a small centre of depression had been developed over the Punjab. The winds had backed somewhat in Bengal, and an irregular cyclonic circulation had appeared over the Punjab, but otherwise the wind directions were little changed. The mean temperature was still low in Assam and East Bengal and in Bombay, and in excess in other parts of the country. Rain had continued to fall over North-Eastern India, the west and head of the Peninsula, and at several central stations. In North-Eastern India the amounts were large.

Tuesday.—Pressure had generally decreased, except in North Bombay, the west of the Central Provinces, Rajputana, Central India, and part of the Punjab and of Sind, where it had risen slowly. Readings were high over the west of the Peninsula, the south of the Bay, and Tenasserim, and low over the Punjab and Gangetic plain. The winds were unchanged. The mean temperature was in large defect over North-Eastern India and in large excess over North-Western India, but elsewhere the variations from the normal were small. Light to moderate general rain was reported over North-Eastern India, but only scattered showers in other places.

Wednesday.—Pressure was increasing over the whole of Northern and Central India, and decreasing over the Peninsula and Lower Burma. The rise had been brisk over the Gangetic plain and North Bengal. The general distribution was little changed, readings remaining high over the west of the Peninsula and south of the Bay and low over the Punjab. The winds were on the whole westerly, but south-easterly to southerly winds were blowing over Burma and

Bengal, and variable winds over the Punjab and along the West Coast. Calms were numerous in the Punjab. The mean temperature remained low in the north-east and generally excessive elsewhere. Rain had again been general over North-Eastern India, but in other parts of India little or none had fallen.

Thursday.—Pressure still decreased over Lower Burma, the south of the Bay, and the Peninsula, and increased over Northern and Central India. The general distribution of pressure was changing, for, while the highest pressures were still reported from Southern India, and the lowest from the Punjab, a large shallow low pressure area was forming over the Bay. The winds were cyclonic around the Bay and generally between west and north elsewhere. The mean temperature remained in excess, except over North-Eastern India, where it was in large defect. Rain had fallen over Bengal and Madras, but elsewhere scattered showers, at most, had been received. In South Madras the amounts had been large for the season.

Friday.—Pressure changes were generally small. In North-Western India the barometer had generally risen, and elsewhere it had generally fallen. The distribution of pressure was the same as on the preceding day. The winds were generally between north and west, but around the Bay the directions were very variable. The mean temperature remained excessive, except over Bengal and Assam. Showers had occurred, except over North-Western India.

Saturday.—The barometer was falling, except in the extreme south, the decrease having been brisk over the whole of Northern India. Pressure remained highest in the extreme south and lowest over the Punjab, while readings remained relatively low over the Bay. The winds were south-westerly in the extreme north-west and between north and west in nearly all other parts of the country. The mean temperature was lower than usual in South Madras and in Assam, and generally in excess elsewhere. Rain had occurred over Lower Burma, the Peninsula, and parts of the Central Provinces.

Temperature.—As mentioned above, there has been during the week under review a good deal of steady, and moderate to heavy, rain over North-Eastern India, and also over the Peninsula—more particularly in the south; while, on the contrary, in other parts of the country the rainfall of the week has been generally light and scattered, and large tracts of country have been quite dry. The effect of this distribution of rainfall on temperature has been well-marked; the mean temperature of Assam and of South Madras having been largely below the normal, while all other parts of the country have had temperatures exceeding the average. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	SEPTEMBER 1895.							Mean variation of week.
	8th	9th	10th	11th	12th	13th	14th	
	0	0	0	0	0	0	0	0
Burma	+1'0	—0'3	+0'2	+1'1	+1'6	+1'9	+1'3	+1'0
Bengal and Assam	+0'7	—1'2	—1'1	—1'3	—1'0	+0'2	+1'3	—0'3
North-Western Provinces and Oudh	+1'1	+0'6	+1'1	+1'0	+1'2	+0'9	+1'6	+1'1
Punjab	+3'3	+3'4	+2'9	+1'2	+2'0	+2'2	+2'9	+2'6
Bombay	—2'1	—0'3	+0'5	+0'4	+1'0	+1'7	+1'3	+0'4
Central Provinces and Berar	—0'4	—0'1	+0'6	+0'6	+2'4	+2'9	+3'2	+1'3
Central India and Gujarat	+2'5	+1'0	+0'3	—0'3	+0'3	+1'3	+2'0	+1'0
Sind and Rajputana	+2'7	+3'6	+1'3	+0'6	+0'6	+0'7	+1'5	+1'6
Madras	+0'5	+1'5	+1'6	+2'2	+1'2	+0'3	—1'0	+0'9
Mean for whole of India	+1'0	+0'9	+0'8	+0'6	+1'0	+1'3	+1'6	+1'1

The above shows that in Bengal and Assam the mean temperature was 0'3° below the normal and in Bombay and Madras only 0'4° and 0'9° above, while in the other provinces there was an abnormal excess of from 1'0° to 2'6°. The mean

temperature of the whole of India was above the normal average on all days, the general excess being greatest at the close of the week. The warmest day in North-Western India was the 9th, when the average excess was $3\frac{1}{2}^{\circ}$.

The following were the highest temperatures recorded on each day :

On September 8th the highest maximum was	109.7°	at	Montgomery.
" 9th " "	108.6°	"	Sirsa.
" 10th " "	106.4°	"	Jacobabad.
" 11th " "	104.9°	"	"
" 12th " "	106.6°	"	Sirsa.
" 13th " "	106.1°	"	" and D. I. Khan.
" 14th " "	104.6°	"	"

The above shows that the hottest region during the week was the south of the Punjab and Upper Sind, and that the height of the daily maximum decreased generally as the week advanced.

Rain.—At the commencement of the week under review rain was received over India from both branches of the monsoon current, moderate to heavy rain having fallen over Bombay as well as over Bengal and Burma on the 8th and 9th. On the 10th, however, accompanying the brisk barometric rise which occurred with the disappearance of the cyclonic storm noticed last week, the fall of rain over Western India ceased, and practically the only rain received over the whole country was from the Bay branch of the monsoon current. This condition lasted until the 12th, when, with the development of a large shallow depression over the Bay, rain became much less general over North-Eastern India; while, on the contrary, it recommenced and became increasingly more general over the Peninsula, till, on the 14th, more or less rain was reported from nearly all parts of the Peninsula, and the fall had almost ceased over Burma and Bengal. The rainfall was heavy in Bombay on the 8th, in North-Eastern India on several days of the week, and in South Madras on the 12th and 13th. No rain whatever was received during the week over a large part of North-Western India, but over the remainder of India, not including North-Eastern India and the Peninsula, light scattered showers were received. The effect of the development of a low pressure area over the Bay was very marked on the distribution of rainfall, the rain over North-Eastern India falling off immediately and simultaneously. The table at the close of the summary gives the rainfall data of the week. The first column shows that four of the rainfall divisions, *viz.*, the Punjab (South and West), Sind, and Rajputana (West), received absolutely no rain during the week, and that five more divisions, *viz.*, the North-Western Provinces (West), the Punjab (Central and Submontane), the Central Provinces (East), Rajputana (East), and Central India (West), received an average fall of less than 0.10 inch for the week. Omitting these divisions, the returns show that the average actual rainfall for the week ranged from 9.26 inches in Assam (Surma), 7.26 inches in North Bengal, and 6.54 inches in Tenasserim to 0.15 inch in the north-west of the Punjab. According to the normal, the distribution should range from 7.08 inches in Tenasserim and 6.60 inches in Arakan to 0.09 inch in Sind. Consequently, this rough comparison shows that the rainfall was generally heavier than usual in North-Eastern India and generally lighter than usual in North-Western India. The third column of the table gives the excess and defect for each division. Of the fifty-one divisions, for which comparison with the normal is possible, thirty-seven received less and only thirteen more than the average, while one, *viz.*, Lower Burma, had exactly the normal amount. The regions which reported an excess of rain included the following divisions, *viz.*, East, Central and North Bengal, both the Assam divisions, North Bihar, the Bombay Deccan, Khandesh, Hyderabad (South), Madras (Central and South), and the East Coast (Central and South). The principal cases of excess were 3.64 inches in the Brahmaputra division of Assam, 3.39 inches in North Bengal, 2.92 inches in the Surma division, and to 2.31 inches in Eastern Bengal, but, relatively to the normal, the most important case of excess was in the East Coast (South), where the actual rainfall was nearly three times the normal. The most important instances of deficiency

were 2·04 inches in the North-Western Provinces (East), 2·13 inches in Malabar, and 2·21 inches in Coorg, but over a large part of the country the average deficiency exceeded 1 inch.

In Upper Burma there was a good deal of heavy rain during the week, but as no averages are available for comparison, it is not possible to say whether the normal was exceeded or not.

The returns of the sudder stations show that rain fell, on most days throughout the week in Burma; on the first five days of the week in most parts of North-Eastern India; on the first three days of the week in the west of the Peninsula and the central parts of India; on the last three days of the week in the east of the Peninsula, and as occasional scattered showers elsewhere.

The three concluding columns of the table exhibit the state of the seasonal rainfall, *i.e.*, from June 2nd to date. They show that the rainfall for that period has been more or less in excess of the normal in Assam (Brahmaputra), Orissa, Bihar (North), all the North-Western Provinces divisions, except the East, the hill districts of the Punjab, the Bombay Deccan, Khandesh, the Central Provinces (East), Hyderabad (South), and the East Coast (North, Central, and South), and more or less in defect elsewhere. On the whole, however, the variations have not been large, the only cases in which the abnormal deficiency has exceeded 20 per cent. being in Arakan, East, Deltaic and Central Bengal, the Punjab (Central), Mysore, Berar, Gujarat, Kathiawar, Rajputana (East), Central India (West), and Madras (Central).

The following are the more important totals recorded during the week:—
 Thaton (Tenasserim) 9·56 inches, Rangoon 6·24 inches, Kindat 4·90 inches, Kishorganj (Mymensingh) 13·25 inches, Sunamganj (Sylhet) 19·92 inches, Dhubri 17·56 inches, Sherpur (Bogra) 9·70 inches, Dinhat (Cooch Bihar) 14·72 inches, Araria (Purnea) 6·60 inches, Atur (Salem) 9·68 inches, Panvel (Colaba) 6·98 inches, Chakli (Surat) 5·90 inches, Alamur (Cocanada) 11·04 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 14TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO SEPTEMBER 14TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 14th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Per cent.</i>
BURMA	Tenasserim	6'54	7'08	— 0'54	130'90	138'61	— 6
	Lower Burma	2'84	2'84	0	64'59	68'67	— 6
	Central Burma	1'51	2'03	— 0'52	34'40	43'09	— 20
	Upper Burma	2'14	?	?	21'00	?	?
	Arakan	2'98	6'60	— 3'62	101'38	142'85	— 29
BENGAL AND ASSAM	East Bengal	4'93	2'62	+ 2'31	46'68	63'34	— 26
	Assam (Surma)	9'26	6'34	+ 2'92	104'77	112'44	— 7
	Do. (Brahmaputra)	5'82	2'18	+ 3'64	54'44	49'44	+ 10
	Deltaic Bengal	1'63	1'95	— 0'32	26'27	39'66	— 35
	Central Bengal	3'20	2'33	+ 0'87	28'76	39'50	— 27
	North Bengal	7'26	3'87	+ 3'39	74'16	74'10	0
	Orissa	1'12	2'43	— 1'31	45'74	37'74	+ 21
	Chota Nagpur	0'67	2'44	— 1'77	33'97	39'95	— 15
	Bihar (South)	0'81	1'91	— 1'10	27'16	33'21	— 18
	Do. (North)	2'92	2'38	+ 0'54	41'38	37'53	+ 10
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East) Do. (Submontane) (a)	0'06 1'11	2'10 2'09	— 2'04 — 0'98	27'22 34'11	31'15 32'80	— 13 + 4
	Oudh (South)	0'44	1'70	— 1'26	30'27	29'21	+ 4
	Do. (North)	0'96	1'91	— 0'95	32'29	31'49	+ 3
	North-Western Provinces (Central)	0'19	1'56	— 1'37	28'64	28'00	+ 2
	North-Western Provinces (West)	0'05	1'25	— 1'20	23'96	23'30	+ 3
	North-Western Provinces (Submontane) (b)	0'24	1'42	— 1'18	37'59	35'44	+ 6
PUNJAB	Punjab (South)	0	0'60	— 0'60	8'85	10'70	— 17
	Do. (Central)	0'06	1'14	— 1'08	13'77	17'37	— 21
	Do. (Submontane)	0'03	1'05	— 1'02	18'17	22'09	— 18
	Do. (Hill Districts)	1'17	1'62	— 0'45	60'88	54'43	+ 12
	Do. (North-West)	0'15	0'77	— 0'62	12'46	14'13	— 12
	Do. (West)	0	0'19	— 0'19	4'89	5'37	— 9
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'32	2'45	— 2'13	81'58	87'35	— 7
	Madras (South Central)	1'11	1'57	— 0'46	19'03	19'24	— 1
	Coorg	0'73	2'94	— 2'21	80'68	99'73	— 19
	Mysore	0'84	1'07	— 0'23	14'82	19'92	— 26
	Konkan	2'51	3'96	— 1'45	93'89	102'57	— 8
	Bombay Deccan	1'58	1'20	+ 0'38	23'21	19'78	+ 17
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	1'98	1'75	+ 0'23	18'12	17'54	+ 3
CENTRAL PROVINCES AND BERAR.	Berar	0'63	1'26	— 0'63	19'50	27'48	— 29
	Central Provinces (West)	1'08	2'26	— 1'18	30'63	34'08	— 10
	Ditto (Central)	0'61	2'24	— 1'63	40'28	44'75	— 10
	Ditto (East)	0'09	2'01	— 1'92	47'69	41'43	+ 15
BOMBAY (NORTH)	Gujarat	1'79	1'80	— 0'01	28'85	39'33	— 27
	Kathiawar	0'36	0'77	— 0'41	13'48	17'96	— 25
	Sind	0	0'09	— 0'09	3'61	4'29	— 16
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0'63	1'23	— 0'60	27'28	32'04	— 15
	Rajputana (East), Central India (West)	0'04	0'74	— 0'70	15'88	24'51	— 36
	Rajputana (West)	0	0'64	— 0'64	11'60	12'45	— 7
MADRAS	East Coast (North)	1'43	1'66	— 0'23	29'49	20'99	+ 41
	Ditto (ditto) (a)	1'60	2'29	— 0'69	43'57	43'87	— 1
	Hyderabad (South)	1'46	1'15	+ 0'31	19'56	17'30	+ 13
	Madras (Central)	1'96	0'99	+ 0'97	10'40	13'21	— 21
	East Coast (Central)	1'12	1'01	+ 0'11	18'22	13'15	+ 38
	Ditto (South)	2'97	1'01	+ 1'96	13'59	12'85	+ 6
	Madras (South)	1'04	0'52	+ 0'52	4'67	5'48	— 15

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

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SIMLA, 19th September 1895.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 14th September.*—Rainfall generally good, but light on the West Coast, Coimbatore, and Tinnevely. Agricultural operations are proceeding. The standing crops are generally fair and have been improved by recent showers, but more rain is wanted in parts of Nellore, the Deccan, and the Southern districts. The paddy crops have withered, or are withering in parts of Tinnevely. Some harvest is going on with generally moderate yield. Pasture and fodder are generally sufficient. Cattle are in good condition. Prices are generally stationary, but some dry grains are slightly dearer in parts of the Deccan and Southern districts.

Bombay.—*For week ending 18th September.*—Good and seasonable rain throughout the Deccan and in Bijapur; moderate or slight in Gujarat, Konkan, Belgaum, and Dharwar; none in Kathiawar and Sind. More rain is wanted for the standing crops in parts of Gujarat, Kathiawar, Nasik, Poona, Belgaum, Dharwar, and Kanara. The deficiency of water continues in Sind, and the crops are suffering from drought; some damage has also been caused by insects and rats in parts of Karachi. Harvesting of the early crops has commenced in parts of Karachi and Ahmednagar. Preparations for the late crops are progressing in eight districts, but sowing is retarded in parts of Ahmednagar and Sholapur owing to excessive moisture. Fodder is sufficient and agricultural stock are in good condition, except in parts of Baroda territory. Prices are normal, except in parts of Ahmednagar and Sholapur, where *jowar* (*Sorghum vulgare*) is cheaper.

Bengal.—*For week ending 16th September.*—There was heavy rain in some of the Northern and Eastern districts; elsewhere light showers are reported, except in the Burdwan and Presidency divisions. The prospects of the winter rice crop continue so far good, but in several districts more rain is now required. Transplanting operations are nearly finished. Jute is still being cut and steeped in some districts, and the harvesting of autumn rice and other autumn crops is going on. The price of common rice is generally steady, but has fallen in a few districts.

North-Western Provinces and Oudh.—*For week ending 18th September.*—Light rain has been general, and prospects continue favourable. More rain is needed in several districts. The autumn crops are being reaped, and spring sowings are going on. Sugarcane is doing well. Supplies are sufficient, and prices are generally stationary.

Punjab.—*For week ending 18th September.*—Rain has fallen in the Delhi, Lahore, and Rawal Pindi districts. Irrigation of the autumn crops is going on. Ploughings for the spring crops are in progress. Cotton-picking has commenced in Dera Ismail Khan. The crops are generally reported to be in good condition;

but the unirrigated crops are withering in Hissar, Lahore, and Shahpur. Rain is urgently needed in most districts. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and Lahore. Prices continue high in Umballa, rising in Hissar, Jullundur, and Peshawar, normal in Delhi and Ferozepore, and low elsewhere.

Central Provinces.—*For week ending 18th September.*—Weather cloudy and warm with slight rain, except in Seoni, Nimar, Nagpur, and Damoh. More rain is wanted in Jubbulpore and also in Damoh. The prospects of the autumn crops are generally good, while in Nimar prospects are excellent. Harvesting of rice has commenced in Narsinghpur. The recent rainfall in Seoni has greatly improved the rice crops in that district, and harvesting of millet is in full swing there. Preparation for the winter sowings are progressing. Prices are steady, except the price of gram which has risen in Narsinghpur.

Burma.—*For week ending 14th September.*—In Lower Burma agricultural operations are approaching completion. The standing crops promise well, except in part of the Tharrawaddy district, where rain is badly wanted, and in the Paungde and Thegon townships of the Prome district, where prospects are poor. In Upper Burma sowing and transplanting of lowland paddy are progressing in most districts, and have been completed in some. The rainfall has been general and fairly sufficient, but more rain is required in places. The crop prospects have much improved, and are now good everywhere, except in the Lower Chindwin district and the Minzu and Singaing townships of the Kyaukse district, where about a two-thirds average outturn is expected. Sowing of *jowar* (*Sorghum vulgare*) continues in Lower Chindwin and Magwe and of the later sesamum in Sagaing and Myingyan. Reaping of dry-weather paddy in Tilin, Pakokku district, and of early wet-weather paddy in the Southern Shan States has been completed. Reaping of hillside paddy in the Northern Shan States is in progress. The price of paddy has fallen slightly in Rangoon, Pegu, Prome, Magwe, and Myingyan; elsewhere prices are stationary.

Assam.—*For week ending 17th September.*—Weather seasonable. Harvesting of the early and transplanting of the late rice are progressing. Tea is doing well. The condition of cattle is fair. The fodder-supply is insufficient in places, but water is sufficient.

Mysore and Coorg.—*For week ending 18th September.*—**MYSORE :** Good rain in Chitaldroog, Tumkur, and Kolar; slight elsewhere. More rain is wanted generally. The standing crops are in fair condition. Prices have fallen in Hassan, Bangalore, and Chitaldroog.

COORG : Rainfall moderate. Transplanting of rice is nearly completed. The coffee and *ragi* (*Eleusine coracana*) crops are maturing. Picking of cardamoms has commenced. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—*For week ending 18th September.*—**BERAR :** Weather warm and cloudy with occasional light showers. The present condition of the crops is reported to be satisfactory in Basim, Buldana, and Wun, but the crops are withering in the remainder of the province through insufficient

rainfall. Preparation of land for the ensuing winter crops is in progress. Weeding operations continue. Scarcity of fodder and water prevails in the Khamgaon taluka. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD.—Rainfall good. The standing autumn crops are in good condition. The spring sowings are still in progress. Agricultural prospects are favourable. Prices continue normal.

Central India.—*For week ending 18th September.*—Rain fell throughout Central India during the week, except in Gwalior. More rain is still wanted in some districts in Gwalior and in Baghelkhand. Agricultural operations are in progress in all Agencies. The crops have been slightly damaged in part of Bhopawar and in one district of Gwalior for want of rain; elsewhere the crops are in good condition. Pasturage is good and sufficient in all Agencies, except in two districts of Gwalior. Prices are high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—*For week ending 18th September.*—Rainfall good in Meywar. More rain is needed in Ajmere, Haraoti, Jeypore, and Ulwar. Agricultural operations are satisfactory. Prospects are unfavourable in Jeypore, where the crops are suffering for want of rain. Want of rain is also felt in Ulwar. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 17th September.*—Rainfall moderate. Indian-corn is being harvested; the other standing crops are excellent. Prices are still somewhat above normal.

JAMMU PROVINCE.—*For week ending 18th September.*—No rain. Weather clear. The crops are suffering for want of rain. Fodder is sufficient. Prices are rising.

Nepal.—*For week ending 14th September.*—Heavy rain and thunderstorms, especially in the hills during the week. Lowland rice is doing well; upland rice is still being reaped.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{16}{19-3}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Civil Veterinary Administration),—dated the 17th September, 1895.

Read—

Government of India Resolution No. $\frac{26}{133}$, dated 4th July 1893.

Circular to Local Governments and Administrations, No. 41—47, dated 27th October 1893.

Read also—

Letter from Agent to the Governor General, Rajputana, No. 107-C., dated 5th December 1893.

Endorsement from the Foreign Department, No. 4277-I., dated 16th December 1893.

Letter from the Chief Commissioner, Burma, No. 227—IV-9, dated 9th March 1894.

Letter from the Chief Secretary to the Government of the North-Western Provinces and Oudh, No. 771, dated 26th March 1894.

Letter from the Secretary to the Government of Madras, No. 256, dated 13th April 1894.

Letter from the Secretary to the Government of Bengal, No. 2397, dated 28th April 1894.

Endorsement from the Foreign Department, No. 1671-I., dated 17th May 1894.

Letter from the Secretary to the Government of Punjab, No. 113-S., dated 4th June 1894.

Letter from the Resident, Hyderabad, No. 214, dated 11th July 1894.

Letter from the Secretary to the Government of Madras, No. 487, dated 9th July 1894.

Letter from the Chief Commissioner, Central Provinces, No. C-614, dated 11th August 1894.

Letter to the Secretary to the Government of Madras, No. $\frac{2395}{52}$, dated 3rd September 1894.

Letter from the Secretary to the Government of Punjab, No. 806-S., dated 8th September 1894.

Letter from the Secretary to the Government of Madras, No. 588, dated 10th August 1894.

Letter from the Secretary to the Government of Bombay, No. 448, dated 19th January 1895.

Letter from the Secretary to the Government of Bombay, No. 3368, dated 6th May 1895.

RESOLUTION.

The establishment of a superior staff for the Civil Veterinary Department, which was sanctioned by the Secretary of State in his Despatch No. 18 (Revenue), dated the 18th February 1892, was intended only as the initial step towards the organization of a complete Veterinary Department for India. The consideration of the strength and constitution of the subordinate staff

was, however, deferred until the veterinary officers appointed should have acquired some practical experience of the requirements of their respective charges, and be in a position to advise Government on the subject. In September 1893 the question was discussed by a Conference of veterinary officers, and their proposals were laid before the Agricultural Conference of October 1893, which adopted them practically as they stood. These proposals were forwarded with the Circular from this Department, No. 41, dated 27th October 1893, to all Local Governments and Administrations for opinion; and in that Circular, as well as in the Resolution of the Government of India, No. 26-133, dated 4th July 1893, certain information was called for and proposals invited regarding the strength and cost of the Subordinate Veterinary Establishment, present and future, the duties to be assigned to them, and the course and system of veterinary instruction to be adopted. The replies from Local Governments have now been received and considered, and the following are the general conclusions which the Governor General in Council has formed on the subject. It will be seen that it is proposed to modify the scheme as formulated in 1893 in some important respects; and it will be well to state the reasons for doing so with some fulness.

2. The subject falls naturally under the following main heads:—

- i.—The Subordinate Establishment;
- ii.—The Inspecting Establishment;
- iii.—Schools and Colleges;

and it will be convenient to consider them in the above order. The question of strengthening the superior staff of the Civil Veterinary Department is one which may possibly have to be taken up at some future date, but it must await the further development of the present scheme, and need not therefore be discussed in connection with the proposals now under consideration.

3. The scheme as originally framed was open to the objection that it was too rigid, that it was not based upon the principle of requiring that local work should be paid for out of local funds, and that it did not sufficiently recognise the necessity of adapting the proposals to local circumstances so as to make them acceptable to local bodies. It is undesirable to strive after absolute uniformity throughout India in a matter that concerns men on Rs. 20 or Rs. 30 a month, whose chief business is with the tillers of the soil. What is required for the subordinate staff is a body of fairly qualified men who will work in the districts and villages, and among the people, and whose principal charge, since arrangements have already been made for the care of Government animals, will be stock belonging to private persons, and chiefly cattle, the number of which far exceeds the number of horses, mules, and donkeys. This being the case, it follows that the men should be paid from local funds, not only because the services they will render are essentially services which should be paid from that source, but also because, if they are Government servants, the people will be far less likely to get good work out of them than if their appointment, promotion, and dismissal rest solely with the local bodies. It is the main feature of the scheme as now formulated, that the district staff should be paid by the local bodies whom they are to serve, Government undertaking to supply a body of trained men for the purpose, and only the inspecting establishment necessary for the supervision of their work being paid for from Provincial funds.

4. The scheme, therefore, must be one which local bodies will accept. The men to be appointed to the subordinate district establishments will have to make their way, indeed to learn their work by practice; and they will have to gain the confidence of the people. It is possible that not much good will result at first, but everything must have a beginning, and the good to be attained in the end is incalculable. In view of the great annual loss to India from deaths by cattle-disease which very moderate skill might prevent, the Government of India are of opinion that every legitimate means should be employed to induce local bodies to introduce the system. Where the people who pay and administer the local cess are themselves the cultivators, and therefore the cattle owners of the district, but little difficulty will probably be experienced in doing so; but where such difficulty is experienced Government might assist in the first instance either by grants-in-aid, as is done at present in Bombay, or even by employing a small staff wholly at its own expense, as it is proposed to do in the Central Provinces and Bengal. But it is believed that such aid will seldom be required; and even when it is given in the first instance, it should gradually be withdrawn as the system gains ground with the people. Government might also, in places where circumstances justify their doing so, make some small permanent contribution towards the cost of the subordinate establishment, on condition that all animals the property of Government on an emergency, as well as branded mares and their stock by Government sires, are attended free, and that colts are castrated gratis. Subject to this exception, the ultimate object to be aimed at is the entire support of the subordinate establishments by local funds. Courts of Wards and Government Estates might also in many cases employ Veterinary Assistants. It is hoped that some day every tahsil in India will have at least one itinerant veterinary assistant, every municipality of any importance a veterinary dispensary, to the cost of which the municipal and district funds should alike contribute, and every three or four districts a Senior Veterinary Assistant.

5. The question has been raised whether local bodies are legally competent to spend their funds on the maintenance of veterinary assistants and dispensaries. In some provinces this difficulty has not arisen, and existing district establishments are paid either wholly or in part from local funds. It is probable that where objections have been raised on this ground they have been raised for the most part in order to evade expenditure. The matter is one of the utmost importance to the people, and if in any province the law does not cover expenditure of the kind contemplated, it should be amended. The Government of India will be glad to receive the proposals of Local Governments on this point wherever the law is held not to cover the object in view.

6. The Government of India do not propose to constitute, as in the case of the Medical Department, an organized pensionable service for the Subordinate Veterinary Establishment. To do so might lead to difficulties when the men are employed by local bodies; and in this matter the Government of India would prefer to follow the example of the Educational rather than that of the Medical Department. Local bodies are to be asked to spend money for a new and unfamiliar purpose, and it is essential to the success of the scheme that the proposals should be made as acceptable to them as possible. To ask them to pay a Government servant, which is what the scheme prepared by the Committee of veterinary officers amounts to, would not, in the opinion of the

Government of India, conduce to its acceptance by them. If any local body contributes for pension, all must do so, or the interchange of men which is sometimes advisable would become impossible; and there seems to be no sufficient reason for burdening local funds with claims for pension, when there is no likelihood of there being any lack of candidates for employment, even without any promise or prospect of pension. The existence of a pensionary claim not unfrequently makes it difficult for Government to get rid of inefficient men, and the Government of India are strongly opposed to local bodies being hampered in the same way.

7. As regards the district establishments to be employed, Government will provide for the training of qualified men; and having done so, will insist that public money, including local funds, shall not be spent on the employment of any others after due provision has been made for the cases of men already employed. The pay of the different grades proposed for establishment paid from Provincial revenues is shown in paragraph 9 below. As regards the subordinate establishments employed and paid by local bodies, the Government of India do not propose to prescribe a fixed rate of pay for each grade, as to do so would be to deprive individual Boards of the benefit of any local advantages (such as salubrity of climate, or the existence of good school) that they may enjoy, would condemn such Boards as have none to inefficient service, and would take away all inducement to good work which cannot be tested by examination. A *maximum* scale should however be fixed for each Province, to prevent jobbery. The scale suggested in paragraph 9 below might be taken as a basis; but the Government of India leave it to Local Governments to fix the actual scales, as it is improbable that the same scale would be suited to the varying circumstances of different Provinces. Local bodies should be allowed to pay any of their employes who fulfil the conditions for promotion to a certain grade, up to but not beyond the pay of that grade, and any departure from this rule would require the special sanction of Government. In order, however, to offer some certainty of prospects to students appointed in the first instance to the lowest grade, it would be well to fix some such sum as Rs. 15 per mensem as the minimum pay after the first three years of service. No allowance need be given for a knowledge of English. The grant of pony allowance will be left to Local Governments to decide, subject only to the condition that if it is given in one district of a Province it should ordinarily be given in all and at the same rates, or it will be used as a means of evading the maximum. It will be necessary for Local Governments to frame rules under their District Board and Municipal Acts to enforce these principles.

8. In order to supervise effectually the work of the subordinate establishment, a more highly qualified staff will be required; and as the inspection will remain in the hands of Government, even if District Boards ultimately contribute towards its cost, the same objections to the organization of a pensioned service do not apply as in the case of the subordinate establishment. For the work of inspection picked men are required, and as the inspecting staff will be recruited from the Bombay and Lahore Colleges only, a uniform scale of salaries can be prescribed, it being left to the Local Government in such places as Burma and Baluchistan to propose any local allowances that may be considered necessary.

9. As regards the scale of pay proposed by the Veterinary Conference, the Government of India are of opinion that it has been fixed too high. The amount of work to be done is so large that it will be better to have three men on lower pay in a district than one on higher. Moreover, they do not think it advisable that veterinary officers should receive higher pay than officers in the medical service now receive. Hospital Assistants are under training for four and Assistant Surgeons for five years, while the course prescribed for Veterinary Assistants is two and for Senior Veterinary Assistants three years only. Again, it is not desirable that the pay of the subordinate and inspecting establishments should be made continuous, as the latter will be of altogether superior standing and qualifications. The scale which the Government of India consider generally appropriate for Veterinary Assistants and Senior Veterinary Assistants is shown in the following table, and is compared with the corresponding scale for the medical service and with that proposed by the Veterinary Conference:—

MEDICAL.		VETERINARY.			
			Proposed by Conference.	Approved by the Government of India.	
<i>Assistant Surgeons.</i>	Rs.	<i>Senior Veterinary Assistants.</i>	Rs.	Rs.	With pension, but 10 per cent. to be deducted for ignorance of English.
After 14 years' service ...	200	1st grade ...	200—250	175	
7—14 ditto ...	150	2nd grade ...	150—200	135	
Up to 7 ditto ...	100	3rd grade ...	100—150	100	
	With English.		With English.	With out English.	
<i>Hospital Assistants.</i>	Rs.	<i>Veterinary Assistants.</i>	Rs.	Rs.	Rs.
After 14 years' service ...	55	1st grade ...	75—100	70—95	40
7—14 ditto ...	35	2nd grade ...	50—75	45—70	30
Up to 7 ditto ...	25	3rd grade ...	25—50	25—50	20
	With pension, local allowances, and personal allowances for good service in special cases with sanction.		With pension and pony allowance.		No pension; pony allowance doubtful.

A deduction of 10 per cent. should be made from the pay of every Senior Assistant who has not passed in English. The question of granting extra allowances for long and approved service may be considered hereafter. The opinion of Local Governments upon this scale is desired by the Government of India together with proposals for local allowances where they are considered necessary.

10. Promotion from grade to grade should be made dependent on two conditions, *viz.*,—

- (1) seven years' service in the next lower grade; and
- (2) passing an examination.

The examination for grade promotions should be held annually, that for Senior Veterinary Assistants being conducted by the Staff of the Provincial School,

while that for Veterinary Assistants, *which will be almost entirely practical*, would be held by the Superintendents of the various Provincial Civil Veterinary Departments. The question of private practice is one which is intimately connected with the subject of pay. The Veterinary Conference proposed that Veterinary Assistants should be allowed to engage in private practice unless specially debarred therefrom by the orders of the Local Government, but the Government of India doubt whether such practice would be compatible with the due performance of their duties by inspecting officers or itinerating assistants. On the other hand, it will probably be undertaken whether forbidden or not; while it may help the growth of confidence in the skill of the men. On the whole, they would make it a rule that members of the Provincial Service should not be allowed to engage in private practice, and would leave local bodies to make their own rules in the matter for their veterinary assistants, it being understood that the following kinds of work should always be performed gratuitously:—

- (a) attending all animals, the property of Government, on emergency, *e.g.*, in the absence of the Government salutri;
- (b) attending branded mares and their stock by Government sires;
- (c) the castration of colts.

These are the proposals which commend themselves to the Government of India; but they will be glad to receive any criticisms or suggestions from Local Governments.

11. Turning now to the question of schools and colleges, the Government of India agree to the proposal of the Punjab Government that the school at Lahore should add a third year to its course and rank as a College. The length of the course for a college diploma will be three years, and for a school certificate two years; a school certificate being obtainable at the Bombay and Lahore Colleges as well as at the schools already established at Calcutta, Rangoon, and Ajmere. It is not thought advisable at present to add to the number of schools until the permanent demand increases with the extension of the subordinate service. The curricula at the schools need not be identical so long as the standard is fairly uniform, but the course should conform as far as possible with the two years' course in the colleges. The question of the curriculum to be followed at both schools and colleges should be separately considered, and a Board should, as proposed by the Veterinary Committee, be constituted to advise Local Governments in the matter. The examinations for diplomas and certificates should be held annually by a Board locally appointed for the purpose, consisting of one or more officers of the Army Veterinary Department, an officer of the Civil Veterinary Department when one is available and, in order to secure uniformity of standard, the Assistant to the Inspector-General, Civil Veterinary Department. No one will be appointed a Senior Veterinary Assistant unless he has obtained a college diploma, or a Veterinary Assistant unless he has obtained a school certificate; and this condition will apply equally to all subordinates appointed by the Court of Wards or by local bodies. But as regards these matters also the criticisms and suggestions of Local Governments will be welcome.

12. As regards the School and College Staff, the Government of India are of opinion that they should be kept separate and distinct from the inspecting and subordinate services; otherwise, if an appointment of a particular grade is sanctioned in a school or college, the officer holding the appointment will wish to leave as soon as he qualifies for the next grade. The circumstances of capital

towns differ greatly from place to place and from those of districts; and it would therefore seem preferable to sanction definite appointments for schools and colleges, as at present, quite distinct from the new service to be created. The Government of India will be glad to receive the opinions of the various Local Governments on this suggestion.

13. The foregoing paragraphs explain the general principles upon which the Government of India, as at present advised, desire to organize the Subordinate Veterinary Service which it is intended to create, and it remains for Local Governments to make definite proposals for giving effect to these principles in their several Provinces. In paragraph 6 of the Circular of the 27th October 1893, Local Governments were asked for a return showing the existing subordinate veterinary establishments as they stood on the 1st October 1893, as well as the cost and strength of the establishment which they proposed to adopt if the system of grading advocated by the Veterinary Conference was carried out. The required information has in the majority of cases been supplied, but the proposals that have been made will now have to be revised in accordance with the general principles formulated above. Moreover, the proposals framed by many Provinces relate rather to what may be hoped for in the distant future, than to what is possible within the next few years. With a view therefore to the settlement of the question for the present, the Government of India desire to be furnished with definite proposals by the several Local Governments and Administrations in order to give early effect to the general scheme; and especially as to the additional establishment which they propose to employ. So far as Provincial expenditure is concerned, the proposals should represent the maximum up to which the Provinces will be prepared to work within the next five years. As regards charges debitable to local funds, the proposals will merely indicate the establishment which in the opinion of the Local Government they may reasonably hope to work up to within that period, without, however, limiting the local expenditure to any fixed amount.

No. $\frac{16}{19-3}$.

The Government of Madras.	
" " Bombay.	
" " Bengal.	
" " the North-Western Provinces and Oudh.	
" " the Punjab.	
" Chief Commissioner, Central Provinces.	
" " Burma.	
" " Ajmere.	
" Resident at Hyderabad.	

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for information and favour of submission of the opinions and information called for.

Ordered also, that a copy be forwarded to the Foreign Department for communication to the Agents, Governor General, Rajputana and Baluchistan, for information and favour of submission of the required opinions and information.

Ordered also that a copy be forwarded to the Military and Finance Departments and the Inspector General, Civil Veterinary Department, for information.

Ordered also that it be published in the Supplement to the *Gazette of India* for information.

[True Extract.]

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 8TH SEPTEMBER 1894, AND FROM 1ST JULY TO 7TH SEPTEMBER 1895.

N.B. — As regards the figures in column *Total Earnings from 1st July 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1894.	WEEK ENDING 5TH SEPTEMBER 1894.				WEEK ENDING 7TH SEPTEMBER 1895.				Earnings from 1st July to 8th September 1894.	Earnings from 1st July to 7th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	556	1,683	8,55,441	508	1,710	9,29,721	544	82,53,304	82,11,282	...	...	...
Bengal-Nagpur	109	862	75,031	88	862	67,160	78	7,06,547	6,75,014	...	...	...
Indian Midland (a)	132	752	64,770	86	752	64,074	85	8,23,169	6,51,541	...	...	...
Berwada Extension	198	21	3,173	151	21	1,379	75	33,968	26,420	...	...	...
Metre gauge—													
Rajputana-Melwa (b)	236	1,719	2,73,441	159	1,789	3,13,030	175	34,61,408	31,32,120	...	...	...
Palanpur-Deesa	37	17	394	23	17	910	54	4,642	6,501	...	...	...
South Indian	154	1,042	1,54,329	148	1,042	1,83,868	176	15,47,470	16,79,533	...	...	...
Mayavaram-Matpet	82	34	4,107	76	54	4,852	90	38,999	47,832	...	...	...
Southern Mahratta (c)	90	1,165	88,017	76	1,165	1,12,219	96	10,40,980	10,41,009	...	...	...
Bengal and North-Western (d)	121	756	79,344	53	756	77,380	102	8,07,225	7,81,086	...	...	...
Rohilkand and Kumaon (Lucknow-Bareilly section)	87	200	9,560	48	200	7,823	39	1,04,516	99,945	...	...	...
Assam-Bengal . . . . .	...	...	...	...	128	5,455	43	...	56,051	...	...	...
TOTAL	232	8,271	15,99,807	193	8,496	12,68,021	208	1,68,82,248	1,63,99,934	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (e)	247	2,511	5,52,953	220	2,548	5,02,343	197	53,42,822	59,06,137	6,53,315	...	...
Oudh and Rohilkhand (state)	238	797	1,06,234	133	797	1,47,030	184	16,83,760	15,38,280	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	382	813	3,05,346	376	813	3,40,030	419	24,00,176	24,07,610	7,464	...	...
Bengal Central (f)	127	125	13,989	112	125	19,120	153	1,41,485	1,55,820	13,835	...	...
East Coast (state)	90	321	19,199	60	426	24,778	58	2,55,550	3,09,477	53,927	...	...
Metre gauge—													
Burma (state)	131	730	85,719	117	746	1,01,957	137	9,79,220	9,71,059	...	...	...
Special gauges—													
Jorhat (state provincial)	61	25	1,671	67	25	1,949	78	18,615	19,750	1,135	...	...
Cherra-Companyganj (state provincial)	59	8	552	69	8	510	64	4,256	3,582	...	...	...
TOTAL	235	5,330	10,85,683	204	5,488	11,38,617	207	1,08,25,884	1,14,01,245	5,75,361	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (g)	341	1,490	3,66,630	246	1,490	3,55,665	239	39,60,232	35,72,709	...	...	...
Bombay, Baroda and Central India	530	461	1,05,392	359	461	2,20,000	477	19,06,966	19,80,603	73,667	...	...
Madras	236	840	1,78,265	212	840	1,91,864	228	19,60,065	20,45,654	85,589	...	...
TOTAL	340	2,791	7,10,287	254	2,791	7,67,529	275	78,27,263	75,98,986	...	...	...
TOTAL (GUARANTEED AND STATE)	251	16,392	33,95,747	207	16,775	36,74,167	219	3,55,35,395	3,54,00,165	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	152	161	18,157	113	161	23,676	147	2,14,385	2,29,745	15,360	...	...
Tarakeswar	222	22	4,885	222	22	4,326	197	40,849	48,708	1,859	...	...
Metre gauge—													
Rohilkand and Kumaon (Company's section)	116	67	4,471	67	66	6,824	103	63,291	77,018	13,727	...	...
Bengal Doonars	148	36	4,049	112	36	6,010	192	44,023	51,890	7,867	...	...
Dibru-Sadiya	130	78	11,815	151	78	10,480	134	1,12,651	1,09,622	...	...	...
Special gauge—													
Darjeeling-Himalayan	248	51	11,899	233	51	13,272	260	1,15,291	1,17,714	4,423	...	...
TOTAL	157	415	55,276	133	414	65,488	158	5,94,400	6,34,697	40,207	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina Guna . . . . .	...	...	...	...	73	850	12	...	9,691	9,691	...	...
The Nizam's guaranteed state	171	333	48,185	145	333	49,005	147	5,35,769	4,98,073	...	...	...
The Gackwar's Petlad	89	13	957	74	13	1,500	115	10,104	10,237	133	...	...
Rajpura-Bhatinda	257	168	27,218	252	168	17,519	162	2,29,290	2,16,943	...	...	...
Kolar Gold-fields	241	10	2,937	294	10	3,349	235	28,384	32,814	4,430	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (h)	87	362	27,735	77	362	35,379	98	2,93,322	3,22,857	29,535	...	...
The Gackwar's Melasana	60	93	3,956	43	93	3,660	39	41,707	38,935	...	...	...
Kolhapur	71	29	1,802	62	29	2,107	73	19,160	19,392	226	...	...
Special gauge—													
The Gackwar's Dabhoi	47	72	2,906	40	72	3,520	49	24,662	27,437	2,775	...	...
Cooch Behar	40	22	890	40	22	680	31	7,089	5,540	...	...	...
TOTAL	126	1,042	1,16,586	112	1,115	1,16,569	105	11,89,493	11,82,219	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	81	334	23,689	71	334	22,095	66	2,06,043	1,85,835	...	...	...
Jetalsar-Rajkot	61	46	2,936	64	46	3,150	68	24,100	26,781	2,672	...	...
Jodhpur-Bikaner	48	364	18,604	51	364	15,700	43	1,88,471	1,44,817	...	...	...
Oodeypore-Chitor . . . . .	...	...	...	...	61	1,020	17	...	(i) 4,611	4,611	...	...
Special gauge—													
Morvi	56	94	5,291	56	94	5,632	60	45,469	53,147	7,678	...	...
TOTAL	63	838	50,523	60	899	47,597	53	4,64,092	4,15,333	...	...	...
GRAND TOTAL	234	18,687	36,18,132	194	19,303	39,03,821	205	3,77,780	3,77,780	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Warirabad-Lyallpur railways.

(f) Although for convenience is the property of the

(g) Includes the Ward

Amraoti railways.

(h) Includes the Mysore-N

frontier sections.

(i) Total earnings from 1st A

all wish to
of capital

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 8TH SEPTEMBER 1894.				WEEK ENDING 7TH SEPTEMBER 1895.				Earnings from 1st April to 8th September 1894.	Earnings from 1st April to 7th September 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs. per mile open per week.		Total.	Rs. per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
<i>Standard gauge—</i>													
East Indian	599	1,683	8,55,441	508	1,710	9,29,721	544	2,20,04,140	2,28,89,853	8,85,413	...	...
Bengal-Nagpur	152	862	75,631	88	862	67,160	78	25,80,978	26,65,580	78,608	...	...
Indian Midland (a)	144	752	64,770	86	752	64,024	85	24,41,776	19,05,634	...	5,35,142	...	
Berwada Extension	170	21	3,173	151	21	1,579	75	67,982	68,663	681	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	279	1,719	2,73,441	159	1,789	3,13,030	175	1,09,86,453	1,04,48,024	...	5,38,429	...	
Palanpur-Decsa	44	17	394	23	17	910	54	15,458	18,225	2,767	...	...
South Indian	154	1,042	1,54,329	148	1,042	1,83,868	176	36,72,825	40,55,122	3,82,297	...	...
Mayavaram-Mutpet	75	54	4,107	76	54	4,852	90	(c) 87,350	1,13,733	26,183	...	...
Southern Mahratta (d)	105	1,105	88,617	76	1,105	1,12,219	96	29,76,466	30,35,400	58,940	...	...
Bengal and North-Western (e)	140	756	70,344	93	756	77,380	102	26,03,495	24,29,141	...	1,74,354	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	200	9,560	48	200	7,823	39	3,54,340	3,28,517	...	25,823	...	
Assam Bengal	...	...	...	...	128	5,455	43	...	(f) 36,051	56,051	...	...
TOTAL	259	8,271	15,99,807	193	8,496	17,68,021	208	4,77,07,763	4,80,14,955	2,17,192	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (g)	252	2,511	5,52,953	220	2,548	5,02,343	197	1,36,73,452	1,66,05,750	29,32,298	...	...
Oudh and Rohilkhand (state)	270	797	1,06,254	133	797	1,47,030	184	46,39,800	44,35,402	...	2,04,398	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	3,05,346	376	813	3,40,930	419	51,52,646	52,07,720	55,074	...	...
Bengal Central (h)	130	125	13,989	112	125	19,120	153	3,49,639	3,63,495	13,856	...	...
East Coast (state)	99	321	19,199	60	426	24,778	58	6,69,777	8,41,880	1,72,103	...	...
<i>Metre gauge—</i>													
Burma (state)	164	730	85,719	117	746	1,01,957	137	25,45,397	26,96,637	1,51,240	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	55	25	1,671	67	25	1,949	78	35,248	41,088	5,840	...	...
Cherra-Companiganj (state provincial)	64	8	552	69	8	510	64	10,794	8,071	...	2,723	...	
TOTAL	243	5,330	10,85,683	204	5,458	11,33,617	207	2,70,76,753	3,02,00,043	31,23,290	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (i)	442	1,490	3,66,630	246	1,490	3,55,665	230	1,47,84,500	1,29,74,312	...	18,10,188	...	
Bombay, Baroda and Central India	678	461	1,65,302	359	461	2,20,000	477	72,50,255	81,81,441	9,31,186	...	...
Madras	243	840	1,78,265	212	840	1,91,864	228	46,05,373	49,42,402	3,37,029	...	...
TOTAL	421	2,791	7,10,257	254	2,791	7,67,529	275	2,66,40,128	2,60,98,155	...	5,41,973	...	
TOTAL (GUARANTEED AND STATE).	281	16,392	33,95,747	207	16,775	36,74,167	219	10,15,14,644	10,43,13,153	27,98,509	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	165	161	18,157	113	161	23,676	147	5,91,150	6,31,004	39,854	...	...
Tarkessur	269	22	4,885	222	22	4,326	197	1,39,823	1,37,625	...	2,198	...	
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	121	67	4,471	67	66	6,824	103	1,98,512	2,09,306	10,794	...	...
Bengal Doonars	161	36	4,049	112	36	6,910	192	81,000	1,01,520	20,520	...	...
Dibru-Sadiya	136	78	11,815	151	78	10,480	134	2,42,918	2,52,344	9,426	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	249	51	11,899	233	51	13,272	260	2,88,352	3,53,069	64,717	...	...
TOTAL	164	415	55,276	133	414	65,488	158	15,41,755	16,84,868	1,43,113	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
Bina-Guna	...	...	...	...	73	850	12	...	(j) 14,300	14,300	...	...
The Nizam's guaranteed state	187	333	48,185	145	333	49,005	147	14,12,970	13,55,166	...	57,804	...	
The Gaekwar's Petlad	105	13	952	74	13	1,500	115	32,426	34,535	2,109	...	...
Rajpura-Bhatinda	271	108	27,218	252	108	17,519	162	5,53,047	5,15,248	...	38,399	...	
Kolar Gold-fields	260	10	2,937	294	10	2,349	235	(k) 41,603	69,439	27,836	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (l)	89	362	27,735	77	362	35,379	98	7,30,070	7,72,759	42,689	...	...
The Gaekwar's Mehsana	74	93	3,650	43	93	3,660	39	1,57,749	1,42,154	...	15,595	...	
Kolhapur	81	29	1,802	62	29	2,107	73	58,364	55,162	...	3,202	...	
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	59	72	2,906	40	72	3,520	49	1,03,763	1,18,726	14,963	...	...
Cooch Behar	45	22	890	40	22	680	31	17,890	16,570	...	1,314	...	
TOTAL	136	1,042	1,16,586	112	1,115	1,16,569	105	31,08,482	30,94,065	...	14,417	...	
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	103	334	23,689	71	334	22,095	66	7,88,272	9,03,959	1,14,787	...	...
Jetalsar-Rajkot	68	46	2,930	64	46	3,150	68	67,146	80,100	12,754	...	...
Jodipur-Bickaneer	58	364	18,004	51	364	15,700	43	5,43,736	4,40,485	...	1,03,251	...	
Odeypore-Chitor	...	...	...	...	61	1,020	17	...	(m) 4,611	4,611	...	...
<i>Special gauge—</i>													
Morvi	65	94	5,294	56	94	5,632	60	1,43,210	1,75,837	32,627	...	...
TOTAL	78	838	50,523	60	899	47,597	53	15,42,564	16,04,092	61,528	...	...
GRAND TOTAL	261	18,687	36,18,132	194	19,203	39,03,821	203	10,77,07,445	11,06,96,178	29,88,733	...	...

(g) Includes the Bhopal-Itarsi railway.
Includes the Godhra-Rutlam railway.
Earnings from 2nd April to 8th September 1894.

(h) Includes the Guntakal-Mysore frontier section.
Tirhoot state railway. Although for convenience it is classed amongst state railways, the company's section of the property of the Bengal and North-Western

(i) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Hyderabad-Lyalpur railways.
From 1st July to 7th September 1895.

(j) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(k) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(l) Total earnings from 1st May to 7th September 1895.

(m) Total earnings from 1st July to 8th September 1894.

(n) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(o) Total earnings from 1st August to 7th September 1895.

F. B. HEBBERT,

Under Secretary.

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SUPPLEMENT TO
The Gazette of India.

No. 39.} CALCUTTA, SATURDAY, SEPTEMBER 28, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	IN THE FIVE MONTHS, APRIL TO AUGUST, OF									
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS (GROSS REVENUE).										
Arms, Ammunition, and Military Stores	82	86	96	80	1,07	1,23	1,17	1,19	1,25	1,29
Liquors :										
Spirit	16,41	17,70	19,50	20,10	22,31	20,28	22,75	20,90	21,66	24,17
Other liquors	2,35	2,66	2,57	2,56	2,53	2,83	2,58	2,68	2,26	2,64
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	2,59	2,62
Chemical products and preparations	—	—	—	—	—	—	—	—	1,07	1,08
Cotton manufactures :										
Twist and yarn	—	—	—	—	—	—	—	—	—	5,84
Piece goods, grey	—	—	—	—	—	—	—	—	—	25,91
" white	—	—	—	—	—	—	—	—	—	9,12
" coloured	—	—	—	—	—	—	—	—	—	9,06
Other goods	—	—	—	—	—	—	—	—	—	1,02
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	1,29	1,23
Dyeing and tanning materials	—	—	—	—	—	—	—	—	1,95	1,52
Glass and glassware	—	—	—	—	—	—	—	—	1,30	1,44
Hardware and cutlery	—	—	—	—	—	—	—	—	3,05	2,84
Metals :										
Copper	—	—	—	—	—	—	—	—	1,57	3,09
Iron and steel	—	—	—	—	—	—	—	—	99	1,74
Silver	—	—	—	—	—	—	—	—	15,95	12,58
Tin	—	—	—	—	—	—	—	—	56	53
Other metals	—	—	—	—	—	—	—	—	1,75	1,21
Oils : Petroleum	—	—	4,16	6,85	5,95	6,65	6,68	6,77	5,05	19,81
Paints and colours	—	—	—	—	—	—	—	—	68	70
Paper	—	—	—	—	—	—	—	—	84	1,02
Provisions	—	—	—	—	—	—	—	—	1,94	3,04
Silk, raw and manufactured	—	—	—	—	—	—	—	—	4,72	5,44
Spices	—	—	—	—	—	—	—	—	1,68	1,13
Stationery	—	—	—	—	—	—	—	—	57	58
Sugar	—	—	—	—	—	—	—	—	3,86	7,28
Tea	—	—	—	—	—	—	—	—	94	63
Umbrellas	—	—	—	—	—	—	—	—	92	82
Wood and timber	—	—	—	—	—	—	—	—	46	54
Woollen goods	—	—	—	—	—	—	—	—	2,32	2,12
Imports by post . . . . .	...	1	1	1	1	...	...	1	51	57
All other articles	2	1	2	1	1	1	1	6	7,62	9,09
TOTAL	19,60	21,24	27,52	30,33	31,88	31,00	33,19	31,61	88,45	1,61,70
EXPORTS (GROSS REVENUE).										
Rice and rice-flour	25,00	27,23	22,73	29,81	37,22	35,86	25,14	30,21	35,02	34,71
TOTAL GROSS REVENUE	44,60	48,47	50,25	60,14	69,10	66,86	58,33	61,82	1,23,47	1,96,41
TOTAL NET REVENUE	43,52	47,06	48,72	58,50	67,31	64,56	56,71	59,79	1,20,63	1,91,95
<i>Provincial distribution of Net Customs Revenue.</i>										
Bengal { Import	5,53	4,93	8,48	9,58	9,93	10,33	11,56	10,34	22,08	62,79
{ Export	4,25	5,29	6,95	5,36	6,93	6,38	5,17	5,94	5,76	7,51
Bombay { Import	5,16	5,82	6,99	7,63	9,01	8,72	8,97	9,72	44,43	57,63
{ Export	48	69	54	85	68	46	68	70	1,20	1,07
Sindh { Import	2,03	2,10	2,68	2,54	2,97	2,65	2,59	2,66	4,81	8,55
{ Export	38	29	18	23	33	27	28	22	24	25
Madras { Import	2,61	3,74	4,50	4,51	5,23	4,27	4,44	4,15	8,61	16,14
{ Export	2,27	2,03	2,26	2,72	1,88	1,78	1,60	2,07	3,21	2,20
Burma { Import	3,92	4,03	4,19	5,15	3,94	4,01	4,71	3,67	6,53	12,99
{ Export	16,89	18,14	11,95	10,93	26,41	25,69	16,71	20,32	23,76	22,91

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 21st, 1895.

The principal feature in the weather of the week under review has been the depression which it will be remembered was developing over the Bay at the close of the previous week. While the depression was well to the south of the Bay, on the 15th showery weather was experienced over all parts of India, except the North-West, but as the disturbance concentrated and advanced northward (the 16th and 17th) the showeriness became less and very little rain was received, except in Burma. On the 18th the storm was over the head of the Bay and rain was falling over Lower Bengal as well as in Burma, and on the 19th and 20th the centre was passing north-westward to the east of the North-Western Provinces, while occasioning heavy rain all over North-Eastern India. On the 21st the storm had filled up and rain had almost ceased. Between the 16th and 18th a slight period of disturbance occurred over the north of the Punjab and thunderstorms were experienced on and near the hills.

Daily Summary.—*Sunday, 15th September.*—Pressure was decreasing almost everywhere, most at the head of the Bay, and the depression over the Bay was developing steadily. Readings were highest in the extreme south, lowest over the Central Punjab, and relatively low over the Bay area. Winds were irregularly cyclonic around the Bay and generally westerly elsewhere. The mean temperature was above the normal over the greater part of Northern India and below in other parts of the country. Showers of rain were reported, except from the North-West. In parts of the Peninsula and of Burma the amounts were large.

Monday.—Pressure was increasing over Western and decreasing over Eastern India. The fall had been brisk over Bengal and the head of the Bay. The depression over the Bay had continued to develop and had moved slowly northward. In other respects conditions were unchanged. Cyclonic winds continued around the Bay, variable winds on the West Coast, and westerly to north-westerly winds in other places. The distribution of mean temperature was unchanged. Scattered showers were reported over the Peninsula and more general showers over Burma, but elsewhere there was very little rain.

Tuesday.—Pressure had decreased slowly at the head of the Bay, but had increased elsewhere, the rise being brisk over Burma and the Punjab. The depression had now reached the north of the Bay, where readings were below 29.5 inches and about 0.15 inch below the normal. The winds were practically unchanged; cyclonic winds prevailing over and around the Bay and westerly to variable winds in other places. The mean temperature was excessive over the Gangetic plain and Bengal, and below the normal elsewhere. Rain was falling generally and heavily in Burma, and showers were reported over the head of the Peninsula and the central parts of the country. Thundershowers were also reported from the north of the Punjab.

Wednesday.—The barometer was falling very slightly over South-West Bengal, the east of the Central Provinces and in Mysore, and was rising elsewhere. The recovery was brisk to rapid over Burma, Assam, Bengal, and the Punjab. The depression was close to the head of the Bay, where readings were again below 29.5 inches and 0.15 inch below the normal average. Cyclonic winds prevailed within the storm area, north-westerly winds over the Peninsula and central parts of India, and variable winds in the North-West. The mean temperature was excessive in West Bengal and the Gangetic plain. Rain was falling generally around the northern half of the Bay, and a few showers were reported from the central parts of the Peninsula and from the Punjab.

Thursday.—Pressure had decreased rapidly over Chota Nagpur and slightly to briskly over the Punjab, while on the other hand there had occurred a rapid rise over Burma. The depression from the Bay had advanced north-westward and the centre was close to Chaibassa where pressure was 0.15 inch below the normal average. Readings were highest in Tenasserim, lowest in Chota Nagpur, and relatively low in the west of the Punjab. Cyclonic winds prevailed within the storm area, south-easterly winds in the east of the Gangetic plain, and north-westerly to westerly winds over the Peninsula. The mean temperature was in excess over the Gangetic plain and generally in defect elsewhere. Rain had fallen over Burma, Bengal, and the east of the North-Western Provinces, the amounts received being heavy in the neighbourhood of the depression.

Friday.—Pressure had decreased briskly to rapidly over the east of the North-Western Provinces and slightly to briskly over the whole of Western India, while there had been a slight to very rapid recovery over Bengal and the east of the Peninsula. The depression from the Bay lay over Benares, where pressure was below 29.50 inches, and was 0.20 inch below the normal. The winds over a very large part of the country were influenced by the depression. Heavy rain was falling within the storm area, moderate to heavy rain over Bengal, and showers in Burma and the Peninsula.

Saturday.—Pressure had fallen over Burma and risen elsewhere. The rise was very rapid over the North-Western and Central Provinces and amounted to 0.34 inch at Benares. The depression from the Bay had completely filled up. Readings had become very uniform and the winds varied a good deal in direction. The mean temperature was excessive over the central parts of the country, generally in defect elsewhere; the deficiency being very large over parts of the North-Western Provinces. Scattered showers were reported from different parts of the country, the amounts being considerable in some places.

Temperature.—The absence of general rain during the early part of the week resulted in a very general though moderate excess of temperature during that period. On the 17th the influence of the rainfall accompanying the depression noticed above began to make itself felt. On that day there was an abnormal deficiency of 1.9° over Burma; on the 18th the deficiency increased to 2.7° ; on the 19th it extended to Bengal; on the 20th it extended to the whole of the Gangetic plain; and on the 21st, when rain began to cease, a recovery commenced in Burma. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	SEPTEMBER 1895.							Mean variation of week.
	15th	16th	17th	18th	19th	20th	21st	
	0	0	0	0	0	0	0	0
Burma	+1.8	0	-1.9	-2.7	-1.4	-0.3	+1.1	-0.5
Bengal and Assam	+1.1	+1.9	+2.6	+0.8	-2.1	-1.9	-0.3	+0.3
North-Western Provinces and Oudh	+2.0	+1.9	+2.5	+2.3	+2.3	-0.8	-2.7	+1.1
Punjab	+3.1	+1.6	+1.4	+1.2	+0.3	-0.4	-0.4	+1.0
Bombay	0	-1.0	-0.6	+0.2	+0.8	+1.0	+0.7	+0.2
Central Provinces and Berar	+2.6	+2.7	+1.1	+1.3	+1.6	+1.7	+2.5	+1.9
Central India and Gujarat	+2.6	+1.7	+1.0	+1.6	+2.1	+1.6	+0.8	+1.6
Sind and Rajputana	+1.1	+1.7	+0.8	+1.2	+0.5	-0.9	+0.1	+0.6
Madras	-0.8	-0.9	-0.3	+0.7	+1.1	+0.7	-1.1	-0.3
Mean for whole of India	+1.5	+1.1	+0.7	+0.7	+0.6	+0.1	+0.1	+0.7

The above shows that the mean temperature of the whole country exceeded the normal average on all days of the week, the abnormal excess ranging from 1.5° on the 15th to only 0.1° on the 20th and 21st. The provincial variations

show that the mean temperature was about normal in Burma, Bengal, Assam, Bombay, Sind, Rajputana, and Madras, and between 1° and 2° above the normal in the other provinces.

The following were the highest temperatures recorded on each day :

On September 15th	the highest maximum was	105.1°	at Sirsa.
" 16th	" "	105.6°	" "
" 17th	" "	104.6°	" "
" 18th	" "	101.5°	" Jacobabad.
" 19th	" "	101.6°	" Sirsa.
" 20th	" "	100.6°	" "
" 21st	" "	103.0°	" Jacobabad.

The warmest district was thus the Southern Punjab and Upper Sind throughout the week.

Rain.—The rainfall of the week under review occurred under two different sets of conditions. During the period in which the depression was developing over the Bay, unsteady variable breezes prevailed over a large part of India, and these unsteady winds were accompanied with slight thunderstorm disturbances which gave showers over the Peninsula, the central parts of the country, and to a limited extent to North-Western India. As soon as the cyclonic storm over the Bay deepened and approached the Bengal Coast, these scattered showers ceased to a large extent and the rainfall of the Indian region was concentrated within the storm area, where a strong cyclonic circulation of the winds was reported and where a heavy downpour of rain occurred within and near the path of the storm. The rainfall recorded during the week was hence in part due to the scattered thundershowers which prevailed during the early part of the week and in part to the cyclonic rainfall which accompanied the depression which was developed over the Bay. The northward progression of the storm and of the rainfall area was very clearly shown. On Sunday, the 15th, the rainfall due to this cause was practically confined to Lower and Central Burma, on the 16th and 17th it had extended to Upper Burma, on the 18th to Lower Bengal, on the 19th to the whole of Bengal, and on the 20th to the east of the North-Western Provinces. The heaviest falls of rain within twenty-four hours during the week occurred in the west and north of Bengal and the east of the North-Western Provinces, when the storm centre was passing over that region, but it was remarkable what heavy falls of rain accompanied some of the thunderstorms which occurred in the early part of the week; thus, on the 15th, Malegaon reported 4.80 inches; Cuddalore 3 inches, and Bangalore 2.44 inches. The table at the close of the summary gives the rainfall data of the week. The first column shows that four divisions, *viz.*, the Punjab (Submontane and Hill districts), the North-Western Provinces (West Division), and Sind had absolutely no rain during the week, while four more divisions, *viz.*, the Punjab (South, Central, North-West and West), the total rainfall for the week averaged less than 0.10 inch per division. Excluding these divisions, the average actual rainfall varied from 9.21 inches in Tenasserim, 6.65 inches in Arakan, and 6.56 inches in Lower Burma to 0.10 inch in Kathiawar. The second column of the table shows that the normal rainfall ranges from 4.68 inches in Assam (Surma), 4.50 inches in Tenasserim and 4.11 inches in the Konkan to 0.01 inch in Sind. This rough comparison shows that large differences exist between the actual and normal distribution of the rainfall for the week. The third column shows these differences. In the case of 28 of the rainfall divisions there has been an excess and in the case of 23 divisions a deficiency of rain. The region of excess included all the Burma Divisions, Deltaic and Central Bengal, Orissa, Chota Nagpur, both the Bihar Divisions, East and Submontane Divisions of the North-Western Provinces, both the Oudh Divisions, the Punjab (West), Madras (South-Central and Central), Mysore, the Bombay Deccan, Khandesh, Berar, the Central Provinces (West), Central India (East), Rajputana (West), the East Coast (North (a), Central and South), and Hyderabad (South). The abnormal excess exceeded 4 inches in Tenasserim, 3 inches in Lower Burma, Arakan, and the North-Western Provinces (East

and Submontane), and 2 inches in Chota Nagpur and Hyderabad (South). The region of deficient rainfall included all the remaining divisions. The abnormal deficiency exceeded 2 inches in Assam (Surma) and the Konkan. The most marked instances of excess and defect relatively to the normal are the North-Western Provinces (East) and the Konkan respectively, the former division having received more than three times the normal amount and the latter only about one-third of the average. In Upper Burma general heavy rain was again received; but as no comparative data exist, it is not possible to say if the rainfall of the week has been excessive or the reverse.

The returns of the sudder stations show that rainfall was received daily in Burma; on the last four days of the week in North-Eastern India; and on the first three days of the week in the Peninsula and central parts of the country.

The three concluding columns of the table show the state of the seasonal rainfall. In most divisions a slight deficiency is shown, but in the case of Orissa, the Bombay Deccan, the East Coast (North and Central), and Hyderabad (South) the rainfall from June 2nd to date has exceeded the normal by 20 per cent. and over. The most marked cases of deficiency are:—Arakan, East, Deltaic and Central Bengal; the Punjab (Central and Submontane); Coorg; Mysore; Berar, Gujarat, Kathiawar, Rajputana (East), and Central India (West), in which divisions the deficiency equals or exceeds 20 per cent.

The following are the more important totals recorded during the week:—Kyaikto (Thaton) 13·01 inches, Rangoon 13·36 inches, Naaf (Akyab) 7·97 inches, Patuakhali (Barisal) 9·80 inches, Darjeeling 13·09 inches, Bagusarai (Champaran) 13·44 inches, Gonda 9·74 inches, Maharajganj (Gorakhpur) 10·40 inches, Devala (Nilgiris) 6·29 inches, Malur (Mysore) 6·10 inches, Malsiras (Sholapur) 7·49 inches, Malegaon 8·28 inches, Ganjam 6·75 inches, Proddatur (Cuddapah) 10·07 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 21ST, 1895.			RAINFALL DATA FROM JUNE 2ND TO SEPTEMBER 21ST, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June and to September 21st.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	9'21	4'50	+ 4'71	140'11	143'11	— 2
	Lower Burma	6'56	3'22	+ 3'34	71'15	71'88	— 1
	Central Burma	2'47	2'25	+ 0'22	36'87	45'34	— 19
	Upper Burma	2'41	?	?	23'50	?	?
	Arakan	6'05	3'21	+ 3'44	108'12	146'06	— 26
BENGAL AND ASSAM	East Bengal	2'13	2'58	— 0'45	48'80	65'92	— 26
	Assam (Surma)	1'77	4'68	— 2'91	106'54	117'11	— 9
	Do. (Brahmaputra)	0'42	2'31	— 1'89	54'84	51'75	+ 6
	Deltaic Bengal	2'45	1'78	+ 0'67	28'72	41'45	— 31
	Central Bengal	2'50	1'87	+ 0'63	31'27	41'09	— 25
	North Bengal	2'24	3'76	— 1'52	76'39	77'86	— 2
	Orissa	2'92	2'77	+ 0'15	48'66	40'51	+ 20
	Chota Nagpur	4'20	1'55	+ 2'65	38'17	41'50	— 8
	Bihar (South)	2'32	1'19	+ 1'13	30'02	34'39	— 13
	Do. (North)	3'34	1'44	+ 1'90	44'71	38'97	+ 15
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	4'41	1'37	+ 3'04	31'64	32'52	— 3
	Do. (Submontane) (a)	4'78	1'70	+ 3'08	38'89	34'50	+ 13
	Oudh (South)	2'24	1'82	+ 0'42	32'51	31'02	+ 5
	Do. (North)	4'04	2'06	+ 1'98	36'33	33'55	+ 8
	North-Western Provinces (Central)	0'17	1'46	— 1'29	28'81	29'46	— 2
	North-Western Provinces (West)	0	1'15	— 1'15	23'96	24'45	— 2
	North-Western Provinces (Submontane) (b)	0'16	1'85	— 1'69	37'75	37'29	+ 1
PUNJAB	Punjab (South)	0'06	0'21	— 0'15	8'91	10'91	— 18
	Do. (Central)	0'02	0'77	— 0'75	13'79	18'14	— 24
	Do. (Submontane)	0	0'70	— 0'70	18'17	22'78	— 20
	Do. (Hill Districts)	0	1'18	— 1'18	60'88	55'60	+ 10
	Do. (North-West)	0'09	0'37	— 0'28	12'55	14'50	— 13
	Do. (West)	0'09	0'08	+ 0'01	4'98	5'45	— 9
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	1'15	2'28	— 1'13	82'72	89'63	— 8
	Madras (South Central)	0'85	0'82	+ 0'03	19'88	20'06	— 1
	Coorg	1'03	2'94	— 1'91	81'71	102'67	— 24
	Mysore	1'10	0'90	+ 0'20	15'92	20'82	— 24
	Konkan	1'39	4'11	— 2'72	95'27	106'68	— 2
	Bombay Deccan	1'79	0'97	+ 0'82	25'01	20'75	+ 21
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	2'97	1'17	+ 1'80	21'09	18'71	+ 13
CENTRAL PROVINCES AND BERAR.	Berar	2'22	1'64	+ 0'58	21'72	29'11	— 25
	Central Provinces (West)	1'74	1'68	+ 0'06	32'37	35'76	— 9
	Ditto (Central)	0'56	1'55	— 0'99	40'84	46'29	— 12
	Ditto (East)	0'82	1'48	— 0'66	48'51	42'91	+ 13
BOMBAY (NORTH)	Gujarat	0'46	1'60	— 1'14	29'31	40'93	— 28
	Kathiawar	0'10	0'99	— 0'89	13'58	18'95	— 28
	Sind	0	0'01	— 0'01	3'61	4'29	— 16
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1'62	1'19	+ 0'43	28'89	33'24	— 13
	Rajputana (East), Central India (West)	0'22	0'49	— 0'27	16'10	25'00	— 36
	Rajputana (West)	1'01	0'21	+ 0'80	12'61	12'66	0
	East Coast (North)	1'48	2'09	— 0'61	30'97	23'07	+ 34
MADRAS	Ditto (ditto) (a)	2'00	1'69	+ 0'31	45'57	45'56	0
	Hyderabad (South)	3'23	1'00	+ 2'23	22'78	18'30	+ 24
	Madras (Central)	1'74	1'05	+ 0'69	12'14	14'25	— 14
	East Coast (Central)	1'12	1'06	+ 0'06	19'34	14'21	+ 36
	Ditto (South)	1'33	0'76	+ 0'57	14'92	13'61	+ 10
	Madras (South)	0'25	0'33	— 0'08	4'92	5'80	— 15

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SIMLA, 26th September 1895.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 21st September.*—Rainfall good in Ganjam and Cuddapah; fair elsewhere, except in Coimbatore, Madura, and Tinnevely. Agricultural operations are proceeding. The standing crops are generally fair and are improving after the recent rains, but are withered or withering in parts of Madura and Tinnevely. Want of rain is felt also in parts of Nellore, Cuddapah, and North Arcot. Harvesting is in progress with generally moderate yield. Pasture and fodder are generally sufficient, and cattle are for the most part in good condition. Prices are falling in parts of the Deccan and are generally stationary elsewhere, but dry grains are slightly dearer in Godavari and Coimbatore.

Bombay.—*For week ending 25th September.*—Good rain has fallen throughout the Deccan and in Bijapur, but has been generally slight elsewhere. More rain is wanted for the standing crops in Gujarat and Kathiawar generally and in parts of Nasik, Poona, Belgaum, Dharwar, and Kanara. Crops are suffering from drought in parts of Karachi, Thar and Parkar, and Kanara. Rice has been damaged by rats in one taluka of Hyderabad. Harvesting of the early crops is progressing in parts of Kaira and Ratnagiri and preparations for the late crops in nine districts, but sowing is retarded in parts of Ahmednagar and Sholapur, owing to excessive moisture. Fodder is sufficient, except in parts of Sind. Agricultural stock are in good condition. Prices are normal, except in parts of four districts.

Bengal.—*For week ending 23rd September.*—There was general rain during the week, the falls being heavy in Orissa, Chota Nagpur, and South-West Bengal. The winter rice crop has been generally benefited by the rain. The prospects in the Burdwan and Presidency divisions, though still bad, have somewhat improved. The rain has also helped the preparation of lands for the cold weather crops. Early rice and jute are still being cut, and the harvesting of the autumn crops in Bihar and Chota Nagpur is in progress. Sugarcane is generally doing well. The price of common rice is steady, but in some districts there has been a fall, owing to the harvesting of the early rice crop.

North-Western Provinces and Oudh.—*For week ending 25th September.*—Beneficial rain has fallen in the Eastern and lighter in the Central districts. More is needed in some of the Sub-montane and Western districts. Slight injury is reported to the *jowar* (*Sorghum vulgare*) crop from worms in the Sikandra tahsil, Aligarh. The condition of standing crops is good, and prospects are favourable. Preparations for spring sowings continue. Supplies and fodder are ample. Prices are rising in a few districts, but are fluctuating elsewhere.

Punjab.—*For week ending 25th September.*—Rain has fallen in Amritsar, Shahpur, Peshawar, and in parts of Lahore, Mooltan, Rawal Pindi, and Dera Ismail Khan. Irrigation of the autumn crops is in progress. Inferior crops are being threshed in Sialkot. Cotton-picking has commenced in Dera Ismail Khan. Ploughings for the spring crops are going on, and sowing has commenced in Ferozepore and Sialkot. The condition of standing crops is generally good to average, but they are withering for want of moisture in Hissar, where more rain is wanted, as also in Delhi, Lahore, and Shahpur. Cattle are generally in good condition, and fodder is sufficient in all districts, except Hissar, Delhi, and Lahore. Prices are rising in Hissar, Jullundur, and Peshawar, are normal in Delhi and Ferozepore, below normal in Sialkot, continue high in Umballa, and are low elsewhere, except in Shahpur, where wheat is selling from 20 to 23 seers per rupee.

Central Provinces.—*For week ending 25th September.*—Weather generally clear and warm, there having been but little rain during the past week. Prospects of autumn crops continue favourable, and harvesting of early rice has commenced in Damoh, but in Raipur and Bilaspur want of rain is apprehended to cause injury to rice crops; more rain is very much needed in Jubbulpore also. Winter sowings have been started in Saugor, Seoni, and parts of Narsinghpur. Prices continue steady.

Burma.—*For week ending 21st September.*—In Lower Burma agricultural operations have been completed in all but four districts. Heavy rain has fallen in the affected parts of Tharrawaddy and Prome, and prospects there have improved. Crop prospects are generally good in Upper Burma. Sowing and transplanting for wet-weather paddy have been completed in three districts, and are progressing favourably in the rest. Rain has fallen everywhere, and standing crops are on the whole now doing well. In Shwebo some damage has been done owing to floods, while in the Lower Chindwin prospects are improving. Reaping of early sesamum is approaching completion in the Lower Chindwin, Minbu, Magwe, and Myingyan, and the sowing of a later variety is progressing in Sagaing. Sowing of millet is in progress in Sagaing, Minbu, Magwe, and Myingyan, and of gram in Pakokku. Reaping of hill paddy continues in the Northern Shan States. The price of paddy has fallen slightly in Rangoon, Tounghoo, and Pakokku, but is stationary elsewhere.

Assam.—*For week ending 24th September.*—Weather hot. Reaping of the early and transplanting of the late rice are almost finished. Prospects of tea are fair. Cattle are in fair condition, and fodder is sufficient, except in Kamrup and Nowgong. Water is sufficient.

Mysore and Coorg.—*For week ending 25th September.*—**MYSORE :** Good rain has fallen throughout the State, except in Mysore, Hassan, Kadur, and Shimoga. Prices have fallen in Kolar and Shimoga, but have risen in the Hassan and Kadur districts.

COORG : Rainfall moderate. Transplanting of rice has been completed. Picking of cardamoms continues. The coffee and *ragi* (*Eleusine coracana*) crops are in good condition. Prices are normal. Fodder and water for cattle are sufficient.

Berar and Hyderabad.—*For week ending 25th September.*—**BERAR :** Weather warm and cloudy with sufficient rain during the week. Recent rains have improved crop prospects generally. Land is being prepared for next cold weather crop. Weeding is in progress. Fodder and water are reported insufficient in parts of the Akola district. Prices have risen in two districts, fallen in one, and stationary elsewhere.

HYDERABAD :—Rainfall good. Agricultural prospects are hopeful, but excessive rain has done mischief to tanks in Teleingana, breaching 26 in the Nalgonda district. Fodder available. Prices normal.

Central India.—*For week ending 25th September.*—Rain fell everywhere in Central India during the week, except in Gwalior and Goona; more is wanted in Gwalior, Bundelkhand, and Baghelkhand. Agricultural operations are in progress everywhere. Indian-corn has been slightly injured in Bhopawar, owing to the long break in the rains, otherwise the crops are in good condition. Pasturage is good in all Agencies, except in four districts of Gwalior. Prices are high in Bhopal and Goona, and normal elsewhere.

Rajputana.—*For week ending 25th September.*—Moderate rain has fallen in Marwar, Kherwara, Pertabgarh, and Meywar. More is needed in Karauli and Ulwar. Agricultural operations are satisfactory. Standing crops are in good condition, but are withering for want of rain in Ulwar. Prospects are fair and agricultural stock good. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, fluctuating in two, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 24th September.*—Weather cloudy. Reaping of the maize crops is in progress. The other standing crops are excellent. Prices are somewhat above the normal.

JAMMU PROVINCE.—*For week ending 25th September.*—No rain. Weather clear and cool. The crops are withering from want of rain. Prices are rising. Fodder is sufficient.

Nepal.—*For week ending 21st September.*—Fair rain fell during the week, but the weather is now generally fine and sunny. The state and prospects of the crops are good.

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